

APPENDIX

U.S. SUPREME COURT

Supreme Court of the United States
OCTOBER TERM, 1968

No. 19

UNIVERSAL INTERPRETIVE SHUTTLE CORPORATION,
Petitioner,

WASHINGTON METROPOLITAN AREA TRANSIT
COMMISSION, ET AL., *Respondents.*

ON WRITS OF HABEAS CORPUS TO THE UNITED STATES COURT OF
APPEALS FOR THE DISTRICT OF COLUMBIA CIRCUIT

Supreme Court of the United States

OCTOBER TERM, 1967

No. 978

UNIVERSAL INTERPRETIVE SHUTTLE CORPORATION,
Petitioner,

v.

WASHINGTON METROPOLITAN AREA TRANSIT
COMMISSION, ET AL., *Respondents.*

ON WRITS OF CERTIORARI TO THE UNITED STATES COURT OF
APPEALS FOR THE DISTRICT OF COLUMBIA CIRCUIT

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APPENDIX

I

Relevant Docket Entries

1. March 31, 1967—Complaint filed by Washington Metropolitan Area Transit Commission for Injunction, Declaratory Relief and Enforcement of Act in the United States District Court for the District of Columbia.
2. April 4, 1967—Answer filed by Universal Interpretive Shuttle Corporation in the United States District Court for the District of Columbia.
3. April 5, 1967—Motion For Leave To File Representation Of Interest, To Present Evidence, File Briefs And To Take Part In All Further Proceedings filed by United States and granted by Judge McGarraghy in the United States District Court for the District of Columbia.
4. April 5, 1967—Motion Of D. C. Transit System, Inc. For Leave To Intervene As A Party Plaintiff filed in United States District Court for the District of Columbia.
5. April 7, 1967—Motion Of Plaintiff, Defendant And The United States For Consolidation Of Hearing With Trial On The Merits and Advancement of Trial Date filed and granted by Judge McGarraghy in the United States District Court for the District of Columbia.
6. April 7, 1967—Motion Of D. C. Transit System, Inc. For Leave To Intervene As A Party Plaintiff granted by Judge McGarraghy in the United States District Court for the District of Columbia.

7. April 13, 1967—Motion Of Washington Sightseeing Tours, Inc. For Leave To Intervene As A Party Plaintiff filed and granted by Judge Jones in the United States District Court for the District of Columbia.
8. April 18, 1967—Motion Of Blue Lines, Inc. And White House Sightseeing Corp. For Leave To Intervene As Party Plaintiffs filed and granted by Judge Jones in the United States District Court for the District of Columbia.
9. April 25-26, 1967—Trial on the merits conducted before Judge Corcoran in the United States District Court for the District of Columbia.
10. May 1, 1967—Order entered by Judge Corcoran in the United States District Court for the District of Columbia dismissing the complaint and denying Plaintiffs' petitions for injunction and declaratory relief.
11. June 30, 1967—Per Curiam Order And Judgment entered by United States Court of Appeals for the District of Columbia reversing judgment of District Court dismissing the complaint and denying Plaintiffs' petitions for injunction and declaratory relief and remanding for appropriate further proceedings.
12. August 3, 1967—Petition For Rehearing En Banc filed in the United States Court of Appeals for the District of Columbia.
13. October 3, 1967—Order of the United States Court of Appeals for District of Columbia Circuit denying petition for a rehearing en banc.
14. December 31, 1967—Petition for a Writ of Certiorari to the United States Court of Appeals for the District of Columbia filed in the Supreme Court of the United States.
15. March 4, 1968—Order of the Supreme Court of the United States granting petition for a Writ of Certiorari.

II

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

Civil Action No. 793-67

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION,
Plaintiff,

v.

UNIVERSAL INTERPRETIVE SHUTTLE CORPORATION (A California Corporation), Ralph S. Cunningham, Agent, Arent, Fox, Kintner, Plotkin & Kahn, 1815 H Street, N. W., Washington, D. C., *Defendant.***Complaint**

(For Injunction, Declaratory Relief, and Enforcement of Act)

I

This is a civil act brought by the Washington Metropolitan Area Transit Commission ("Commission") over which this Court has jurisdiction pursuant to the provisions of the Washington Metropolitan Area Transit Regulation Compact ("Compact"), Title II, Article XII, Section 18(a) and 18(b), 74 Stat. 1047 (September 15, 1960), D. C. Code, Section 1-1410 (1961 Ed.), as amended, 76 Stat. 764 (October 9, 1962), D. C. Code Section 1-1410(a) (Supp. III 1964), and consent legislation thereto, Public Law 86-794, Section 6, 74 Stat. 1051, to enjoin certain acts of the defendant which will constitute a violation of the provisions of the Compact, and to enforce compliance with certain provisions of said Compact by the defendant.

II

The defendant, Universal Interpretive Shuttle Corporation, is a California corporation. It is alleged that the laws

of the District of Columbia require the defendant to qualify to do business in the District of Columbia and that it intends to do so on or before May 1, 1967. In the interim, it has designated Ralph S. Cunningham, attorney at law, Arent, Fox, Kintner, Piotkin, and Kahn, 1815 H Street, N. W., Washington, D. C., as its special agent to receive service of process. (Letter of designation, Attachment "A" hereto). The corporation is about to engage in transporting persons for hire by motor vehicle between points within the District of Columbia, all of such transportation being within the Metropolitan District, as designated in Article I, Compact. It has entered into an agreement with the United States Department of Interior, whereby it has agreed to engage in the transportation of passengers for hire over public streets in that area of the District of Columbia known and designated as the "Mall", beginning on May 1, 1967. The defendant will provide the transportation in its vehicles, operated by its employees, and collect a fare or charge directly from each passenger.

III

Jurisdiction to regulate such transportation is conferred upon the Commission by Section 1(a) of the Compact which states that "This act shall apply to the transportation for hire by any carrier of persons between any points in the Metropolitan District and to the persons engaged in rendering or performing such transportation services, except . . ." None of the exceptions are applicable to this transportation.

Section 4(a), Article XII, of the Compact provides that "No person shall engage in transportation subject to this act unless there is in force a certificate of public convenience and necessity issued by the Commission authorizing such person to engage in such transportation; . . ." The Commission has not issued a certificate of public convenience and necessity to the defendant. After learning that the defendant had agreed to render transportation for hire

of persons between two points within the Metropolitan District, the Commission, by letter, informed the defendant of the provisions of Section 1(a) and Section 4(a) of the Compact (hereinafter referred to), and that the Rules of the Commission provide for the filing for such authority, and that appropriate application forms are available upon request. (Letter of March 27, 1967, to Universal Interpretive Shuttle Corporation from Melvin E. Lewis, Acting Executive Director of the Commission; Attachment "B" hereto).

IV

Notwithstanding the plain language of the Compact, the defendant has informed the Commission, by letter dated March 30, 1967 (Attachment "C" hereto), that, based on the advice of the Department of the Interior that the tour service required by the contract would be subject only to the requirements imposed by the Secretary of the Interior through the Director of the National Park Service, the defendant will not "apply for a certificate of public convenience and necessity from the Washington Metropolitan Area Transit Commission at this time."

V

It affirmatively appears that the defendant (a) will engage in the transportation of persons for hire between two or more points in the Metropolitan District on or after May 1, 1967, and (b) will engage in such transportation without there being in force a certificate of public convenience and necessity issued by the Commission authorizing the defendant to engage in such transportation. Unless the defendant is restrained from performing such transportation, the public will not be afforded the protection contemplated and required by the law as set forth in the Compact, to-wit: (a) a determination by the Commission that the defendant is fit, willing, and able to perform such trans-

portation properly and to conform to the provisions of the Compact and the rules, regulations, and requirements of the Commission thereunder, as is required by Section 4(b) of the Compact; (b) that no carrier shall charge any fare other than that specified in a tariff filed by it and approved by the Commission, as is required by Section 5(d) of the Compact, and (c) that the carrier has complied with the regulations of the Commission governing policies of insurance, as is required by Section 9(a) of the Compact.

WHEREFORE, the plaintiff demands that this Court permanently enjoin said defendant and its employees from engaging in any transportation subject to the provisions of Section 1(a), Article XII, of the Compact unless and until such transportation is authorized by a certificate of public convenience and necessity issued by the Washington Metropolitan Area Transit Commission, that this Court enter judgment declaring that only such transportation prescribed and authorized by the Commission may be performed by the defendant between two points in the Metropolitan District, and that this Court require the defendant to comply with Section 4(a), Article XII of the Compact by not performing any transportation of persons for hire between two or more points in the Metropolitan District unless and until such transportation is authorized by a certificate of public convenience and necessity issued by said Commission.

/s/ RUSSELL W. CUNNINGHAM
Russell W. Cunningham
General Counsel

WASHINGTON METROPOLITAN
AREA TRANSIT COMMISSION
1815 North Fort Myer Drive
Arlington, Virginia 22209

Dated: March 31, 1967

Attachment A**UNIVERSAL INTERPRETIVE SHUTTLE CORPORATION****100 UNIVERSAL CITY PLAZA****UNIVERSAL CITY, CALIFORNIA 91608****March 29, 1967**

**Washington Metropolitan Area
Transit Commission
1815 North Fort Myer Drive
Arlington, Virginia**

Gentlemen:

I, Jay S. Stein, am a duly elected officer of Universal Interpretive Shuttle Corporation, a California corporation with headquarters at 100 Universal City Plaza, Universal City, California.

On behalf of Universal Interpretive Shuttle Corporation, I hereby appoint Harry M. Plotkin and Ralph S. Cunningham, Jr., or either of them, as special agents to accept service of process issued by the United States District Court for the District of Columbia on behalf of the Washington Metropolitan Area Transit Commission and for no other purpose. Messrs. Plotkin and Cunningham are partners in the law firm of Arent, Fox, Kanner, Plotkin & Kahn and may be found at 1100 Federal Bar Building, 1815 H Street, N. W., Washington, D. C. 20006.

Very truly yours,

**/s/ JAY S. STEIN
Jay S. Stein
Vice President**

Attachment B

March 27, 1967

CERTIFIED RETURN RECEIPT REQUESTED

Executive Officer
Universal Interpretive Shuttle Corporation
Universal City, California

Dear Sir:

I understand that your company, Universal Interpretive Shuttle Corporation, has been awarded a contract by the United States Department of The Interior to render a service involving transportation of persons for hire between points in the District of Columbia.

This is to formally call your attention to Section 4, Article XII, of the Washington Metropolitan Area Transit Regulation Compact, 74 Stat. 1037 (D. C. Code § 1-1410, 1961), which states: "No person shall engage in transportation subject to this Act unless there is in force a certificate of public convenience and necessity issued by the Commission authorizing such person to engage in such transportation...."

Section 1(a), Article XII, of the Compact provides: "This Act shall apply to the transportation for hire by any carrier of persons between any points in the Metropolitan District and to the persons engaged in rendering or performing such transportation service. . . ."

A copy of the law is enclosed for your convenience. Also, a copy of the Rules of Practice and Procedure of the Commission. Application forms required by the Rules are available upon request.

Very truly yours,

MELVIN E. LEWIS
Acting Executive Director

Enclosures

Attachment C

ARENT, FOX, KINTNER, PLOTKIN & KAHN
1100 FEDERAL BAR BUILDING
1815 H STREET, N. W.
WASHINGTON, D. C. 20006
DISTRICT 7-8500

March 30, 1967

Washington Metropolitan Area
Transit Commission
1815 North Fort Myer Drive
Arlington, Virginia

Gentlemen:

We acknowledge receipt of your letter of March 27, 1967 to Universal Interpretive Shuttle Corporation. This firm acts as Washington attorneys for Universal Interpretive Shuttle Corporation.

On March 24, 1967 Universal Interpretive Shuttle Corporation entered into a contract with the United States of America to furnish a visitors interpretive shuttle service in the Mall area administered by the National Park Service in the city of Washington, D. C. In your letter you request our client to file an application for a certificate of convenience and necessity with Washington Metropolitan Area Transit Commission for the operation of the above-described service.

Prior to entering into the contract of March 24, 1967, we were advised that in the opinion of the Department of the Interior the interpretive tour service required by the contract would be subject only to the requirements imposed by the United States of America, acting in this behalf by the Secretary of the Interior through the Director of the National Park Service. Therefore, Universal Interpretive Shuttle Corporation respectfully declines to apply for a

certificate of convenience and necessity from the Washington Metropolitan Area Transit Commission at this time.

This letter is not to be construed as a waiver of any rights, remedies or defenses against any person, firm, corporation, entity or governmental body.

Sincerely,

ARENT, FOX, KINTNER, PLOTKIN & KAHN

By /s/ RALPH S. CUNNINGHAM, JR.

A member of the firm

III

IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

[Title omitted in printing]

**Affidavit in Opposition to Plaintiff's Motion for
Preliminary Injunction**

WASHINGTON,
DISTRICT OF COLUMBIA } ss:

Jay S. Stein, first having been duly sworn, deposes and says:

I am a duly elected vice president of Universal Interpretive Shuttle Corporation, the defendant in the above-styled action.

Universal Interpretive Shuttle Corporation is a California corporation. Universal Interpretive Shuttle Corporation was organized in 1967 to operate a visitors interpretive shuttle service in the Mall area administered by the National Park Service of the Department of the Interior in Washington, D.C. On March 24, 1967, our corporation entered into a contract for the provision of such service with the United States of America acting in this behalf

by the Secretary of the Interior through the Director of the National Park Service. A copy of said contract is attached hereto and incorporated herein as Exhibit A. The above-mentioned contract requires our corporation to provide a comprehensive and inspirational visitor interpretive shuttle service on a year round basis (except Christmas Day). The route will be essentially the same as that used by the National Park Service during their six week experiment in 1966.¹ Tourists utilizing this service will be carried in articulated trams of special design.² The contract requires that a guide, thoroughly conversant with the evolution of the Federal City and the workings of our government, accompany each unit of the tram. A narration approved by the National Park Service will be delivered by such guides enroute continuously throughout the tour. In addition, tour guides will be stationed at 11 points of interest along the Mall. Both the stationary guides and the guides on mobile equipment are required to wear uniforms prescribed by the National Park Service and to be thoroughly conversant with the geography and history of the Nation's Capitol.

The contract also requires that the stationary guides must be prepared to furnish information about the city and its facilities to any person regardless of whether they have paid for the visitors interpretive shuttle service or not. The contract requires that initial service be furnished at these 11 points of interest:

1. Washington Monument.
2. Bureau of Engraving and Printing.
3. Jefferson Memorial.
4. Lincoln Memorial.
5. Pan American Union, American Red Cross, Interior Department, Daughters of the American Revolution.

¹ A map of the route is attached as Exhibit B.

² An illustration of the tram is attached as Exhibit C.

6. White House, United States Treasury.
7. Museum of Arts & Industries, Army Medical Museum, Federal Aviation Agency, National Aeronautics and Space Administration.
8. Library of Congress, Supreme Court, U.S. Capitol.
9. National Gallery of Art.
10. National History Museum, Federal Bureau of Investigation, National Archives.
11. Museum of History & Technology, Post Office Department.

The contract requires our corporation to conduct both a round-trip interpretive tour service and also an interpretive shuttle service. An all-day ticket will also be available. The official Prospectus on the visitors interpretive shuttle service, issued by the National Capitol Region, National Park Service, specifies that the initial route shall be conducted exclusively on surface streets and roadways lying wholly within the Mall area of the National Park Service and under the exclusive charge and control of the Director of the National Park Service. Prior to entering into the aforementioned contract our corporation was specifically informed that in the opinion of the Department of the Interior the interpretive shuttle service required by the contract would be subject only to the requirements imposed by the United States of America acting in this behalf by the Secretary of the Interior by the Director of the National Park Service.

The contract provides for a comprehensive scheme of regulation of the activities of our corporation by the Secretary of the Interior. Under the terms of the contract the Secretary of the Interior controls both the type and number of mobile units to be utilized, the personnel policy, rates, routes, hours of service, schedule of trips, content of nar-

ration and prescribes the uniforms to be worn by guides and drivers. Under the contract the Secretary assigns government land and government improvements to our corporation for use in connection with operations. The Secretary prescribes the manner in which the accounting records of our corporation shall be maintained. Both the Secretary of the Interior and the Comptroller General of the United States have access to and the right to examine any of the pertinent books, documents and records of our corporation. The contract also requires that our corporation carry insurance in amounts approved by the Secretary against losses by fire, public liability, employee liability and other hazards. The contract requires that the United States must be named as co-insured in all liability policies carried by our corporation. The contract also requires that our corporation furnish such bonds for performance as the Secretary may, in his discretion, require. The contract also requires that the United States of America shall have at all times the first lien on all assets of our corporation utilized in the visitors interpretive shuttle service.

Our corporation entered into the abovementioned contract with express knowledge that every phase of the operation of the visitors interpretive shuttle service would be subject to close and continuous controls by the Director of the National Park Service and the Secretary of the Interior.

As of this date our corporation has been required to commit a total of approximately \$289,000 in order to fulfil the requirements of the contract. This sum includes orders for five trams necessary to commence service (a minimum of 12 trams will be required by the contract to be in operation as of May 31, 1968). The amount committed to date also includes charges for consulting services, executive payroll, legal and accounting fees and travel expenses. The contract requires our corporation to commence the visitors interpretive shuttle service by May 1, 1967. In order to

commence service by that date our corporation must commence the recruitment and training of operating personnel no later than April 10, 1967. In order to commence service by May 1, 1967, our projection shows that our corporation must commit an additional investment of approximately \$400,000 in order to satisfy the terms of the contract.

If plaintiff's Motion for Preliminary Injunction is granted by the Court grievous harm to the public interest and severe and continuing tangible and intangible injury to our corporation will result.

We are now approaching the commencement of the major tourist season for the year 1967. The Director of the National Park Service has informed us that during 1966 more than 12 million visitors from every state in the Union and virtually every nation in the world visited the Central Mall area. Projections furnished to us by Economic Research Associates estimate that approximately 15 million visitors will come to the Central Mall area in 1967. The Secretary of the Interior has determined that the needs and desires of these millions of visitors to the unique points of historical, esthetic and patriotic interest can best be served by the provision of an interpretive shuttle service. The narrations to be delivered by the guides will be approved in advance by the Secretary of the Interior and will be designed for the sole purpose of informing United States citizens and the citizens of other nations, of the true value and importance of the monuments and buildings which enshrine our national heritage. If the operation of this service is enjoined millions of visitors will suffer an intangible but very real loss. Some undetermined but substantial number of these visitors will be making the only trip of their lives to the Nation's Capitol in 1967. The loss of the tour service to such visitors is irreparable.

Contrary to the allegations contained in paragraph 8 of the Affidavit of George A. Avery in Support of Plaintiff's Motion for Preliminary Injunction, the public will not be

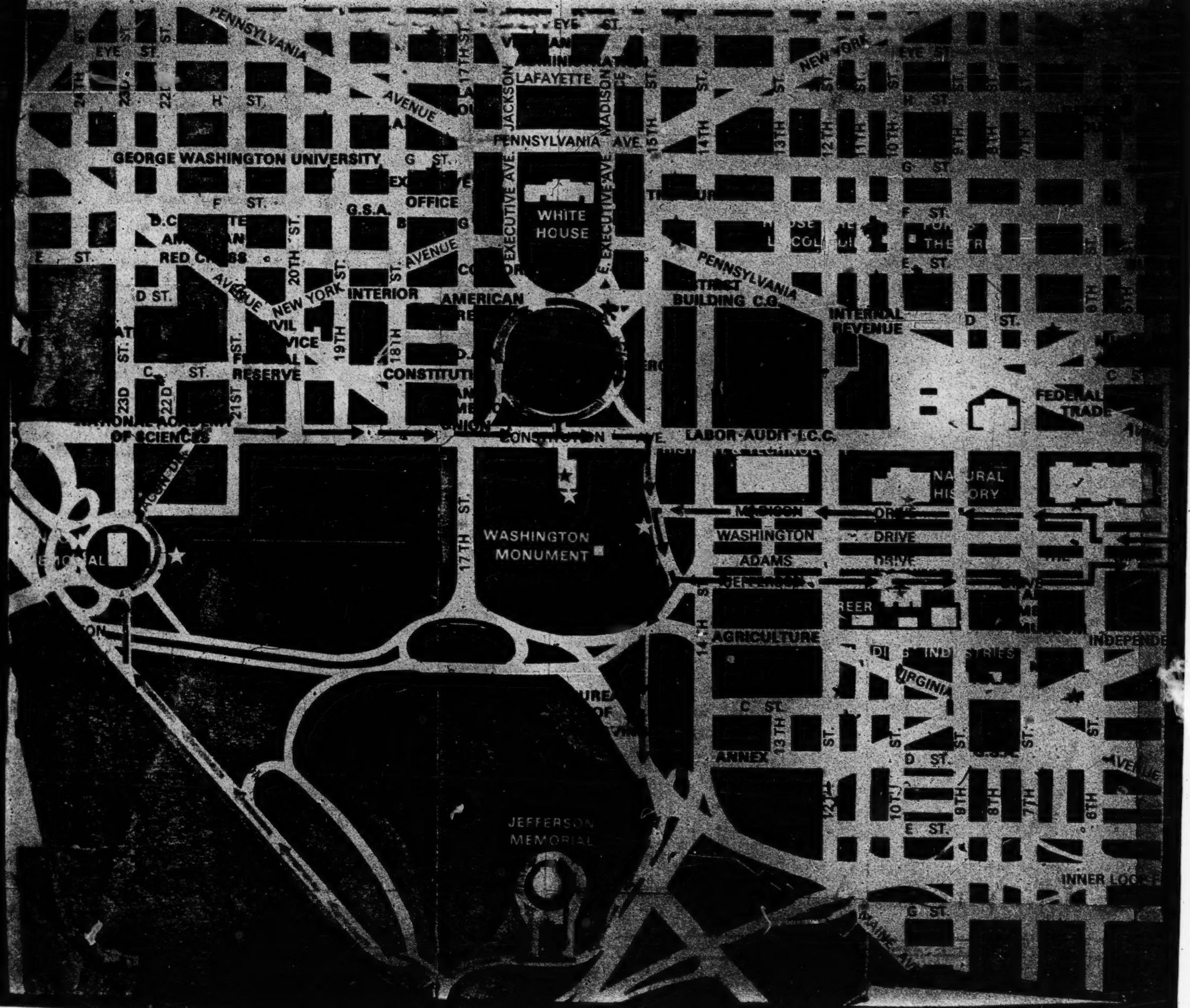
denied protection against unsafe operations, unfair, unreasonable and unregulated fares and charges and financial responsibility for bodily injury and for death or for loss of damage. As clearly demonstrated by the contract between our corporation and the United States of America, attached hereto, the Secretary of the Interior has imposed stringent and comprehensive regulations to protect the public against all of the dangers listed by Mr. Avery. Our corporation has complied in every detail with every requirement prescribed by the Secretary of the Interior for the protection of the public. Our corporation has every present intention of continuing to comply with all such regulations during the entire term of the contract.

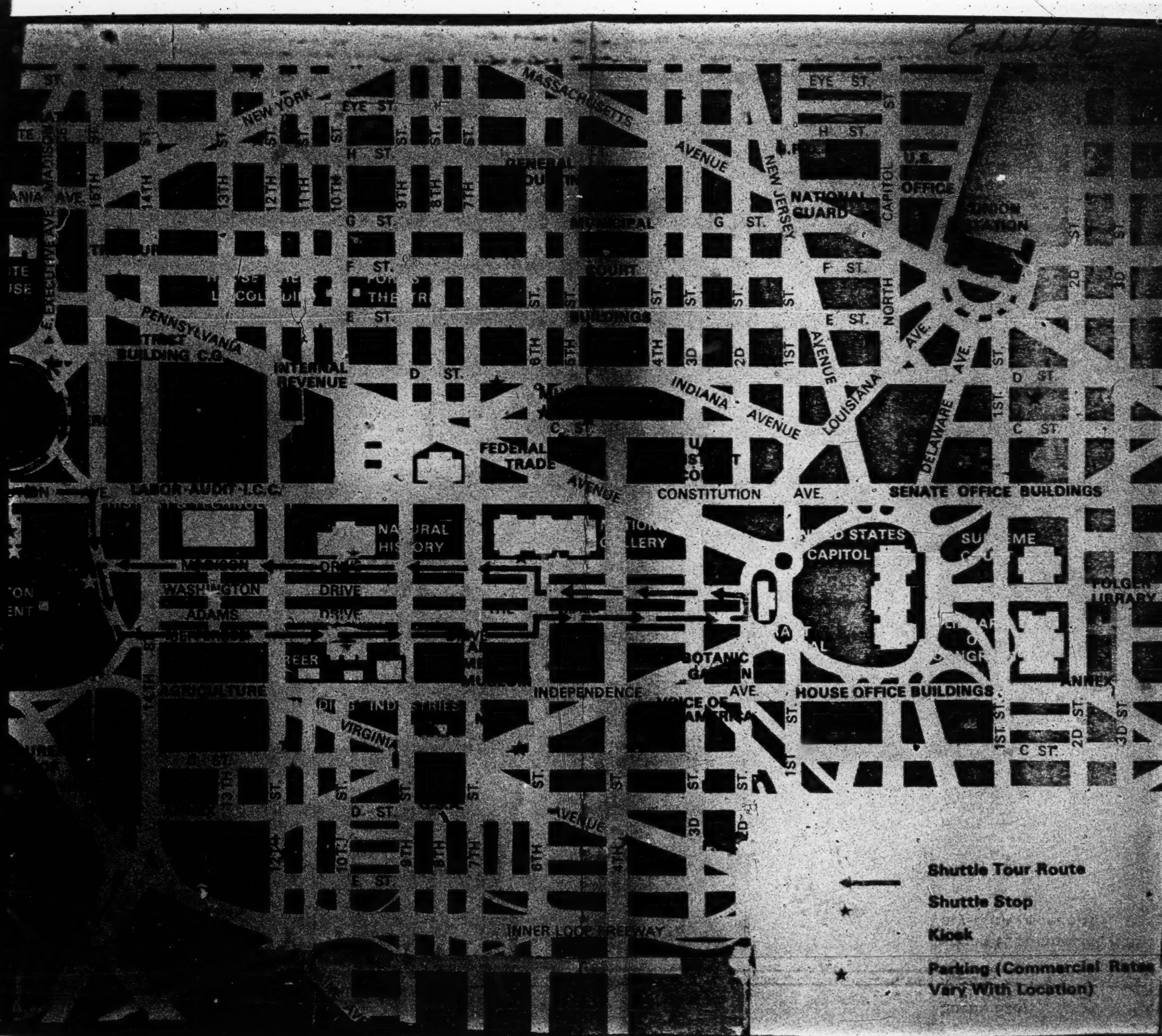
In addition to the grievous harm to the public interest that would ensue if plaintiff's Motion were granted, our corporation would suffer irreparable injury, both tangible and intangible, by the issuance of a preliminary injunction. Our contract with the United States of America requires that we commence operations on May 1, 1967. In order to commence operations by that date we must begin the recruitment of personnel no later than April 10, 1967. We must commit an initial investment of more than \$700,000 by that date. Our investment would be impaired by the issuance of an injunction. In addition, our corporation is seriously concerned about the possibility of impairment of employee morale and the defection of employees who may be recruited and trained but who must remain idle if an injunction issues.

A speedy resolution of this matter is imperative to our corporation. If an injunction should issue after the commencement of operations we project an operating loss of more than \$10,000 per week in the first week operations cease and fixed charges of more than \$5,000 per week thereafter.

/s/ JAY S. STEIN

[Jurat omitted in printing]





Shuttle Tour Route
Shuttle Stop
Kiosk

Parking (Commercial Rates Vary With Location)

IV

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA
CIVIL DIVISION

[Title omitted in printing]

**Complaint of Plaintiff-Intervenor for Injunction, Declaratory
Relief, and Enforcement of Act**

1. This Court has jurisdiction over this cause under the authority of Article III and the Fifth Amendment to the Constitution of the United States, 5 U.S.C. § 1009; 28 U.S.C. §§ 2201, 2202, and 11 D. C. Code §§ 305, 306.

2. Plaintiff-Intervenor is a District of Columbia corporation performing passenger transportation for hire by motor vehicle in the District of Columbia and adjoining counties in Maryland and Virginia pursuant to its Congressional Franchise, ("Franchise"), Act of July 24, 1956, Public Law 84-757, 70 Stat. 598, and its Certificate of Public Convenience and Necessity No. 5 issued by the Washington Metropolitan Area Transit Commission, Plaintiff, in accordance with the provisions of the Washington Metropolitan Area Transit Regulation Compact ("Compact"), Act of September 15, 1960, Public Law 86-794, 74 Stat. 1031.

3. The Defendant is a California corporation which has designated Ralph S. Cunningham, Jr., Esquire, 1815 H Street, N. W., Washington, D. C., as its special agent to receive service of process issued by this Court on behalf of the Plaintiff.

4. As indicated in a news release of March 26, 1967 of the United States Department of the Interior, copy attached hereto, Defendant has agreed with the Interior Department to perform certain passenger transportation for hire by motor vehicle within the Mall Area of the District

of Columbia which is bounded generally by First Street, N. W. on the east, Lincoln Memorial on the west, Constitution Avenue on the north, and Independence Avenue on the south. Beginning May 1, 1967, the contemplated transportation will be performed, in vehicles owned and operated by Defendant, over public streets on a fixed schedule and route.

5. Defendant has not obtained from the Plaintiff a certificate of public convenience and necessity authorizing the contemplated operation, as required by Article XII, Section 4(a) of the Compact. Section 4(a) provides that:

No person shall engage in transportation subject to this Act unless there is in force a certificate of public convenience and necessity issued by the Commission authorizing such person to engage in such transportation;...

Defendant apparently does not intend to apply for such authority prior to its commencement of operations, as indicated by the correspondence attached to Plaintiff's Complaint.

6. Plaintiff-Intervenor is now providing service in the Mall Area with its Routes A1, A2, A4, A6, A8, A9, P9, D1, D3, N1, N3, R3, 30, 32, 34, 36, 50, 54, 60, 70, 72, and its Government Minibus Service. In addition in the near future Plaintiff-Intervenor will add a Mall service designed especially for the accommodation and convenience of visitors to the Nation's Capital which will stop at various government buildings and monuments located thereon.

7. Defendant's contemplated operation will traverse portions of Plaintiff-Intervenor's existing routes and will substantially duplicate its existing service. The resulting competition will be destructive in nature, depriving Plaintiff-Intervenor of substantial revenues which contribute to the financial soundness of its system-wide operations.

8. Plaintiff-Intervenor is protected against such competition by Article XII, Section 4(g) of the Compact which provides as follows:

... No certificate shall be issued to an applicant proposing to operate over the routes of any holder of a certificate unless and until it shall be proved to the satisfaction of the Commission, after hearing upon reasonable notice, that the service rendered by such certificate holder, over such route, is inadequate to the requirements of the public convenience and necessity; and provided, further, if the Commission shall be of the opinion that the service rendered by such certificate holder over such route is in any respect inadequate to the requirements of the public convenience and necessity, such certificate holder shall be given reasonable time and opportunity to remedy such inadequacy before any certificate shall be granted to an applicant proposing to operate over such route.

9. Plaintiff-Intervenor is further protected against such competition by Section 3 of its Franchise which provides that:

No competitive street railway or bus line, that is, bus or railway line for the transportation of passengers of the character which runs over a given route on a fixed schedule, shall be established to operate in the District of Columbia without the prior issuance of a certificate by the Public Utilities Commission of the District of Columbia (referred to in this part as the "Commission") to the effect that the competitive line is necessary for the convenience of the public.

10. Unless the Defendant is restrained from performing the contemplated transportation, the public will not be afforded the protection required by Article XII, Sections

4(b), 5(d), and 9(a) of the Compact, which deal with the determination of Defendant's "fitness", regulatory control over Defendant's fares, and the provision of liability insurance, and Plaintiff-Intervenor will not be afforded the protection required by the aforementioned provisions of Section 4(g) of the Compact and Section 3 of the Franchise.

WHEREFORE, Plaintiff-Intervenor prays:

1. That this Court permanently enjoin the Defendant and its employees from engaging in transportation subject to the jurisdiction of the Plaintiff unless and until such transportation is authorized by a certificate of public convenience and necessity issued by the Plaintiff;

2. That this Court enter judgment declaring that only such transportation authorized by the Plaintiff may be performed by the Defendant within the District of Columbia; and

3. That this Court require the Defendant to comply with the aforementioned certification requirements of Article XII, Section 4 of the Compact and Section 3 of the Franchise by not performing any passenger transportation for hire by motor vehicle over a regular route within the Mall Area unless and until such transportation is authorized by a certificate of public convenience and necessity issued by the Plaintiff.

/s/ **MANUEL J. DAVIS**
Manuel J. Davis

/s/ **SAMUEL M. LANGERMAN**
Samuel M. Langerman
 3600 M Street, N. W.
 Washington, D. C. 20007
 FE 3-5200
Attorneys for D. C.
Transit System, Inc.

UNITED STATES DEPARTMENT OF THE INTERIOR

NEWS RELEASE

OFFICE OF THE SECRETARY

Kelly—343-4214

For Release March 26, 1967

**CALIFORNIA FIRM SELECTED TO OPERATE
MALL VISITOR SERVICE IN DISTRICT**

Secretary of the Interior Stewart L. Udall today announced that Universal Interpretive Shuttle Corporation, (UISC), of Universal City, California, has been selected to operate the Mall Visitor Interpretive Shuttle Service in the District of Columbia, beginning about May 1. Proposals were received from seven firms.

The one-hour tour, to be conducted on 83-passenger open-air tourmobiles, will travel along the same route followed during the six-week experimental service operated last fall by the National Park Service.

The route will be along the Mall and around the Tidal Basin, with stops at the Washington Monument, Bureau of Engraving and Printing, Jefferson Memorial, Lincoln Memorial, Pan American Building, White House, Smithsonian Institution, The Capitol, National Gallery of Art, Natural History Museum, and the Museum of History and Technology.

Secretary Udall emphasized that the new service is intended to interpret the Mall area for the steadily increasing number of people coming to Washington who are visiting national shrines and areas which are chiefly maintained by the National Park Service. It is not aimed at furnishing a mode of transportation which would compete with entities engaged in the transportation of residents of the Washington area, he stressed.

UISC will begin its service with two vehicles beginning about May 1, and within six months plans to operate four

additional tourmobiles, with a total of approximately 12 to be in operation before the end of the year. The tourmobiles consist of a specially designed articulating unit and a trailer, coupled together to provide passenger access through both units. The tourmobiles will be covered but open-sided. Entry and exit are at both ends.

Service will be offered daily including Sundays and holidays until Labor Day from 9 a.m. to 10 p.m. at 30-minute intervals. From Labor Day through April 15 the hours will be 9:30 a.m. to 5:00 p.m. No service will be offered on Christmas Day.

Fares for the one-hour tour at the beginning of the season will be on a zone basis, with three zones to be established. The charge will be 25¢ per zone, or 75¢ for a round trip. Tickets will be sold at 25¢ each or four for 75¢.

UISC plans to initiate, by November 1 an all-day ticket to sell for \$1 which will permit Mall visitors to board the tourmobile at any stop along the route as many times during the day as desired. All-day tickets for children under 12, will be 75¢. Beginning next summer a non-stop, uninterrupted tour of the Mall will be offered for 75¢, on a year-around basis.

Each tourmobile, in addition to the driver, will have an interpreter pointing out the areas of interest. The contractor will also provide personnel at each stop to answer questions and give information on the service and the City.

UISC, a subsidiary of Universal City Studios, Inc., has been operating tours of Universal City Studios in Los Angeles since 1964. During the initial operation here UISC will use tour trams now in use in California. These will be replaced with tourmobiles designed to meet National Park Service requirements.

Under terms of the 10-year contract, UISC will pay 3% of its gross revenue to the Department of the Interior.

PORTIONS OF THE DEPOSITION OF V. K. STEPHENS

[Dep. Tr. 4]

EXAMINATION BY COUNSEL FOR THE PLAINTIFF-INTERVENOR

By Mr. Redmon:

Q. Will you state your name, sir?

A. V. K. Stephens.

Q. And are you affiliated with Washington Sightseeing Tours, Inc.?

A. Yes.

Q. Tell us what that affiliation is.

A. I am president of the corporation.

Q. And what are your functions as president?

A. Well, I direct the overall operations involving sales operations, promotion, and also coordinate our activities with our parent company, the Greyhound Lines, Inc.

Q. What type of business does Washington—let's refer to it as Washington for the purposes of this deposition—what sort of business do they operate?

A. We operate an interpretive lectured sightseeing tour program originating in the District of Columbia and including Arlington Cemetery and Mt. Vernon.

Q. And are you operating under any certificate of authority issued by the Washington Metropolitan Area Transit Commission?

A. Yes, under certificate number three issued by the Metropolitan [Dep. Tr. 5] Area Transit Commission.

[Dep. Tr. 6]

By Mr. Redmon:

Q. Mr. Stephens, I hand you what's been identified for the record as Washington exhibit number one and ask you, sir, if you would explain what that is and describe it for us.

A. Well, this is our promotional brochure outlining and

describing the various sightseeing tours that are available through our company here in Washington.

Q. These are offered to the public, is that right, sir?

A. Yes.

[Dep. Tr. 7]

Q. In connection with areas of the city such as East and West Potomac Park, the Monument grounds, the Mall area, and the White House, do you conduct sightseeing services in that area?

A. Yes. If you will note in our folder that our entire collection of tours all except one encompass this entire area.

Q. I see. Now, in performing this service, do you drop them off at these particular buildings and pick them up?

A. Each of the tours includes certain features of the area and depending on the type of tour. For instance, on one described here as our tour one, this is the interior public buildings. These buildings are such as the White House, the Capitol, the Smithsonian, Bureau of Engraving, and so on.

And on this type of an operation our lecture includes the description of the buildings, the functions of the department and the points of interest within the building.

Then we permit our guests to leave the motor coach and visit the interior of these buildings.

Now, wherever there is an organized guide service like in the United States Capitol building, we provide that as part of our tour and it's included in [Dep. Tr. 8] the cost of the tour.

Q. Do you have any tour services where you will drive by a building and merely identify it and explain what it is as you go by?

A. Yes, I particularly point out our tour number two which is the City of Washington and Arlington Cemetery.

The main feature of the tour is what we call a lectured riding tour of the City of Washington. And in this tour we cover the entire area as described giving the historical back-

ground of Washington and pointing out the points of interest, the buildings, and the historical significance of the layout of the City, when it was done, how it was developed in its entirety. This is wholly within this area.

Q. I see. I'm going to ask you, sir, with respect to certain points whether you serve them as a part of your tour service. For example, let's start with the Jefferson Memorial.

A. Yes, it's one of the highlights of one of our tour stops.

Q. And the Lincoln Memorial?

A. Lincoln Memorial.

Q. The Washington Monument?

A. Yes.

[Dep. Tr. 9]

Q. The Bureau of Engraving and Printing?

A. Yes.

Q. The White House?

A. Yes.

Q. The Smithsonian Institute?

A. Yes.

Q. The Capitol?

A. Yes.

Q. The Library of Congress?

A. Yes.

Q. The Supreme Court?

A. Yes.

Q. Can you estimate, Mr. Stephens, what percent of your business in terms of gross or the number of people you carry are directly involved with these points that I have just mentioned to you?

A. Well, as I have explained, all of our tours except one make full use of this area just described and I would say that this one tour in passenger count and revenue would only represent approximately two to three percent of our business.

[Dep. Tr. 11]

By Mr. Redmon:

Q. Mr. Stephens, how did this prospectus come into your possession?

A. It was mailed to me by the Park Service.

Q. And just generally what was that prospectus intended to cover?

A. The prospectus outlined a service that the National Park Service wanted and described the area, described the idea, and invited me to make an offer for our company on this service.

Q. Now, in connection with that prospectus, did there come a time when you had a conference with Mr. Sutton Jett?

A. Yes. In fact we had two conferences with him after we received the prospectus.

• • •

[Dep. Tr. 12]

Q. Now, in connection with the equipment and the regulation of the safety factors and so forth, did Mr. Jett indicate to you any requirement that you had to comply with the District safety requirements?

A. Yes, it was emphasized—in fact, not only in the prospectus but in our conferences—that any equipment we proposed would have to be acceptable or meet the standards of the ICC and the District of D. C., the District of Columbia.

Q. Where was that equipment to be licensed?

A. In the District of Columbia.

Q. By the District?

A. By the District to meet all of their standards and requirements. In fact Mr. Jett stated that they would be co-operative as much as they could in assisting us in trying to get some unusual piece of equipment through inspection.

He illustrated in the last conference that we had that one company had proposed a piece of equipment that the Dis-

trict of Columbia would not license and therefore they were unable to approve of that equipment for this program.

[Dep. Tr. 13]

EXAMINATION BY COUNSEL FOR THE PLAINTIFF

By Mr. Cunningham:

Q. Relating, Mr. Stephens, to your testimony of operations in the Mall area, would you be so kind as to describe the streets by name that you travel over in the course of these tours?

A. Yes, we make full use of Third Street, First Street which is the west side of the Capitol building, and we travel inside the Mall. I'm not maybe too good on the names of the streets inside the Mall, but I believe it's Adams Place.

Mr. Meehan: Look at the map.

The Witness: Yes. Pardon me. Yes. We use Washington Drive, Madison Drive, Ninth Street, Constitution Avenue, Fifteenth Street.

Then we use the Ellipse past the White House and then back to Constitution Avenue, Seventeenth Street, around the Tidal Basin to the Jefferson Memorial and including the Bureau of Engraving.

And then we use West Potomac Park around the Lincoln Memorial. And this is the only route in which these particular attractions can be seen.

By Mr. Cunningham:

Q. Do your vehicles in the course of these tours travel over Fourteenth Street?

Q. Yes; Ninth Street and Third Street.

[Dep. Tr. 14]

Q. In addition to the other streets you have named?

A. Yes.

Q. Are there other vehicles occupying these streets that

you have just described at the same time or during the same period of day that your tours are operating?

A. Yes. In other words, they are public streets being used by all bus companies.

Q. Are there other commercial vehicles operating on these streets you have just named at the same time your vehicles are?

A. Yes.

Q. Are there private vehicles to the best of your knowledge operating on these streets at the time your vehicles are?

A. They are.

Q. Turning to the vehicles that perform this tour service you have described, are these vehicles owned by your company?

A. Yes.

Q. Do you operate any leased vehicles?

A. Only when the traffic demand is so great that our present equipment won't accommodate it, we lease them from other companies.

[Dep. Tr. 15]

Q. When those vehicles are leased, are they marked and identified as being under the control of the Washington Sightseeing Company?

A. Yes.

Q. All right. Are the people who drive these vehicles employees of the Washington Sightseeing Company?

A. Yes.

Q. Do these employees that drive the vehicles collect fares from people getting on your vehicles?

A. They collect tickets and sell tickets.

Q. They also sell tickets?

A. Yes.

Q. Do they sell tickets to people en route or in the course of the tour?

A. In the course of the tour and en route.

Mr. Cunningham: No further questions.

EXAMINATION BY COUNSEL FOR THE DEFENDANT

By Mr. Meehan:

[Dep. Tr. 17]

Q. The lectures on the tours that—do all the tours have lectures?

A. Yes.

Q. Are all the lectures live?

A. Live. Right.

[Dep. Tr. 18]

Q. Are the lectures given by the driver?

A. Yes, we refer to our driver as tour director. He drives the bus and gives the lecture.

Q. Is there anyone else on the bus employed by you other than the driver?

A. No.

Q. Do you have a permit from the Director of the National Park Service to operate your buses over the Mall?

A. It's not required.

Q. Do you have one though?

A. No.

Q. Do you have any bus stations or bus stops of your own on the Mall area, any signs on the Mall from your company? A. No, we do not. We stop at designated places provided by the Park Service for our equipment.

Q. Is that provided generally for bus equipment? A. It's for all buses.

[Dep. Tr. 38]

FURTHER EXAMINATION BY COUNSEL FOR THE PLAINTIFF

By Mr. Cunningham:

Q. Mr. Stephens, assuming that your company had been recipient of your bid to this prospectus and had actually begun performing the terms of the contract, in your

opinion would this sort of transportation service have been rendered by the Washington Sightseeing Company or by the National Park Service?

Mr. McKevitt: I object to that as calling for a legal conclusion beyond the competence of this witness.

Mr. Cunningham: All right. Your objection is noted.

The Witness: Do I answer? This would have been operated by Washington Sightseeing Tours.

By Mr. Cunningham:

Q. Washington Sightseeing Company would have been the person engaged in performing the transportation?

A. Yes.

Mr. Meehan: I would like to interject an objection.

Mr. Cunningham: That's all.

FURTHER EXAMINATION BY COUNSEL FOR THE DEFENDANT

By Mr. Meehan:

Q. Would you have felt it necessary to seek a [Dep. Tr. 39] new certificate of public convenience and necessity to operate the service that you bid for under the prospectus?

Mr. Redmon: I'm going to object to that question, too, because I have already pointed out whether or not the certificate of authority was good enough or whether another certificate would be required would be up to the Transit Commission.

Mr. Meehan: Again, I say this goes with our battle with D. C. Transit whether or not this is a given route, fixed schedule, whether he would have felt that his irregular route certificate would have been sufficient for him to operate under as regards authority from the Washington Metropolitan Area Transit Commission.

Mr. Redmon: I'll object to the question and let him answer it.

By Mr. Meehan:

Q. Did you ever make a judgment? A. It was our opinion that we had the authority; however, if it was felt and determined that we needed additional authority, we would have gone to the Transit Commission for the authority.

Mr. Meehan: That's all.

Mr. McKevitt: Nothing more.

Mr. Cunningham: One more.

[Dep. Tr. 40]

By Mr. Cunningham:

Q. In response to your answer to that question, Mr. Stephens, I take it there was no question in your company's mind that authority—operating authority in the form of a certificate to public convenience and necessity from the Washington Metropolitan Area Transit Commission was a condition precedent to your running this service?

Mr. McKevitt: I object to the form of that question, "in your company's mind," and I object to it as calling for a legal conclusion.

Mr. Cunningham: I'll strike "in your company's mind" and say "in your own personal mind."

The Witness: Yes.

VI

A. Portions of Trial Testimony of William E. Bell

[Tr. 49]*

By Mr. Ralph Cunningham:

Q. Now, sir, you are familiar with the exhibit No. 2 attached to your affidavit of April 17th, 1967? A. Yes, I am. That is a map of the downtown section showing all of the routes the D. C. Transit operates in that area, including the Mall area which is shown on the bottom of the map.

* All transcript references are to the transcript of the hearing held on April 26, 1967.

Q. And it would be your testimony that this map accurately reflects the current routes of the D. C. Transit [Tr. 50] System in the downtown Washington area? A. With one exception: On this map, in the lower right-hand corner, just to the left of where it says "U. S. Capitol," you will notice that we have a number of routes shown on this map operating on Second Street between Pennsylvania Avenue and Independence Avenue. At the present time, this is our regular route; however, due to construction in the area, we are on detours and all of the routes that are shown operating on Second Street presently are operating on Third Street. Second Street is closed and I understand will be closed for a year, maybe two years.

. . .

[Tr. 53]

By Mr. McKevitt:

Q. Mr. Bell, on page 4 of your affidavit dated April 17th, 1967, you state that D. C. Transit provides bus service to the State and Defense Departments of the Government of the United States. "These contracts are accepted"—and so forth.

Now, do you have a contract with any of the Government offices? [Tr. 53] A. We have a contract with the Military District of Washington, the TPRNC which is the Potomac River Naval Command. We have contracts with the State Department.

[Tr. 54] Q. Where do those buses run? Take the first one you mentioned. A. The Military District of Washington runs between many of the Government installations and they go to such places as the Naval Air Station, Bolling Air Field. They run to some of the temporary buildings up on Nebraska Avenue. I think it is Tempo No. 8; I'm not positive.

Q. Let me put it this way: Do they all run out into Virginia and some out into Prince George's County and

outside of the District of Columbia? A. Not all of them, but some do.

Q. Most of them do? A. Not most of them; no, sir.

Q. Let's get one that runs only in the District of Columbia. A. We have got one that runs from the Navy Department and it runs over to the Navy Yard which is located around 11th and M, Southeast and on over to the Naval Air Station.

We have another with the State Department that runs from the main State up to 1901 Pennsylvania Avenue and—I forget the number, it's just across the street of the building on the other side of 19th and Pennsylvania Avenue.

[Tr. 56] A. We advertise the time of day we will leave and we advertise the buildings that we will go to. There are occasions when some of the buildings aren't open at the time the tour leaves and they will go a different route, but the majority of the trips do follow the routes as I have outlined in the exhibit No. 4—

[Tr. 56] Q. But they aren't on a given route in the sense that your regular buses are, routes established, say, by the Commission? A. These routes are not established, no, sir.

Q. In other words, the sightseeing routes are not on an established or fixed route in the sense that your other bus lines are? A. To a degree, I would say the majority of them are on fixed routes, yes. They have to be on fixed routes in order to be on the proper side of the street when they go past these buildings.

Q. But you are not required to be on fixed routes by the plaintiff in this case, namely, the Washington Metropolitan Area Transit Commission? A. No, sir.

Q. And you are not required to be on fixed routes as far as your sightseeing is concerned? A. No, sir. We follow a tariff and tell them what our price is under the tariff and what our operations will consist of, where the people will be taken to; but we do not spell it out street by street.

Q. But you are required to be on a fixed schedule or given routes as far as your regular commuter bus service is concerned? **A.** Yes, we are subject to providing adequate service at all times. Whether it runs at one minute after nine or two minutes after nine, we have our own discretion on that; but we file frequencies of service, we file the streets over which we operate and we file the fares that go with those routes.

[Tr. 56]

Redirect Examination

By Mr. Davis:

Q. Mr. Bell, what types of service, if any, does D. C. Transit operate over Adams, Jefferson and the other streets named by counsel for defendants in the Mall area? [Tr. 58] **A.** Charter and sightseeing.

Q. How extensive is that service, sir, if you know? **A.** Well, D. C. Transit in its group sightseeing does approximately \$1 million worth of business a year and of that amount, about \$750,000 or three-fourths of it are for people who wish to be taken into and visit and be told about the buildings and points of interest in the Mall area.

In addition to that, D. C. Transit does approximately \$380,000 worth of business in the individual sightseeing tours. These are people who come into 1422 New York Avenue and purchase tickets to take these tours.

[Tr. 59] We have 10 such tours and only two of them do not go into the Mall area. In my affidavits, I showed on Exhibit No. 4, Tour No. 1; on Exhibit No. 5, Tour No. 2; on Exhibit No. 6, Tour No. 3; and on Exhibit No. 7, Tour No. 8. All of those exhibits show that the majority of those routes do go into the Mall area.

Now, I didn't show a map of Tour No. 4 because that is a combination of Tours No. 1 and 2; and so, if you look at

the Exhibits No. 4 and No. 5, then you can see how much our Tour No. 4 goes into the Mall area.

I didn't show a map of our Tour—

The Court: Excuse me. Isn't this why we put the affidavit in, this morning, so we wouldn't have to repeat all of this, Mr. Davis? The affidavit is in evidence.

Mr. Davis: The affidavit is in, yes. All I wanted was for this witness to give the type of service.

The Court: He is just repeating his affidavit.

By Mr. Davis:

Q. You say you are not? [Tr. 59] A. Of the first affidavit, yes, there is quite a bit of repetition.

Q. Do you have any information further than that which you have given us which would be new to the Court or not [Tr. 60] included in the affidavits in response to this question? A. Yes. Of the 10 tours that we operate, only two do not go into the Mall area and they comprise only approximately \$5,000 annually of the \$380,000—plus, that are taken in on these individual tours; so that the majority or 98.7 per cent, I believe it is, of the individual tour business does go into the Mall.

Q. Now, with respect to the Government contracts about which you were asked certain questions by counsel, would you explain to the court the circumstances and conditions under which a proposal is made and a contract issued, giving due consideration to the rights of the company to operate such a contract? A. The normal procedure is that a bid will be sent to the company, that is, a proposal to bid will be sent to the company and listing the date and time on which the company's bid must be in. In the bidding and also in their description of the requirements for bidding are listed certain things, such as, a company must have all of the necessary authorities from all of the areas in which it is going to operate this service in order to even bid on it. It lists such things as discrimination, that there shall be no discrimination in the hiring of employees. It also

lists [Tr. 61] the type of equipment that must be supplied, and things of that nature.

One of the main things is that in order to bid, you must have all of the necessary qualifications from the regulatory authorities; you must have your operating rights.

[Tr. 61] Q. Do these bids require that the company fix routes and schedules? A. Yes, sir.

Q. Are you caused to comply with those requests in providing such services? A. Yes, we are.

Q. In all contracts on which you offer or tender a bid, does the company hold the requisite transit authority from the WMATC? A. That is correct. In some instances, we must enter into a contract with other operating companies, because neither one holds the entire operating authority and we enter into contracts and we use part of their authority and they use part of our authority. One is a prime contractor and the other is a sub-contractor; and that is how we operate and get the service performed.

Q. Do I understand your testimony is that is a prerequisite to your tender of bids on these contracts? [Tr. 62] A. Yes, sir.

Mr. Davis: I have no further questions.

Mr. Russell Cunningham: I have no questions.

Mr. Edmon: I have none, Your Honor.

Recross-Examination

By Mr. McKevitt:

Q. On these operations where you have a contract with the State or Defense Departments, who are you moving in your buses? A. Employees. They are identified as employees. In many instances they will issue an identifying card.

[Tr. 62] Q. Now, do you get a separate certificate from the WMATC for each one of these? A. All of these contracts are on file with the Washington Metropolitan Area Transit Commission.

Q. I understand they are on file. I asked you: Do you get a special certificate for each one of these? A. Not a special certificate, no sir. Certificates are only issued when the service is operating outside the District of Columbia and it spells out all of the names of the streets. In the District of Columbia, through the authorizations that we have, we have route authorizations for all of the routes.

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B. Portions of Trial Testimony of George B. Hartzog, Jr.

[Tr. 73] Whereupon

George B. Hartzog, Jr.

called as a witness on behalf of the defense, having been first duly sworn, was examined and testified as follows:

Direct Examination

By Mr. McKevitt:

Q. Your name, please? A. George B. Hartzog, Jr.

Q. What is your official position? A. I am Director of the National Park Service.

Q. How long have you held that position? A. Since January 6, 1954.

Q. Is the National Capitol Region an area under your jurisdiction? A. It is, sir.

• • •

[Tr. 75]

By Mr. McKevitt:

Q. Does your Department, the National Park Service administer the so-called Mall area? [Tr. 76] A. Yes, sir.

Q. Can you tell us just briefly some of the things you do in connection with administering it? A. We maintain it in terms of its physical appearance. We police the traffic on it. We provide the visitors with interpretive services, protection services. We have property protection, the Capitol Park Police.

[Tr. 76] Q. Is it one of the so-called park areas in the District of Columbia? A. Yes, it is.

[Tr. 76] Q. Mr. Hartzog, would you tell us what you consider your responsibilities are to the Mall area? A. We consider it to be to protect, preserve and interpret this great parkland of the nation's capitol, which the Mall is, connecting as it does the three main branches of Government and great historical memorials of the founders of our nation.

Q. Have you had any indication of the number of people who are interested in visiting the Mall every year? A. Yes, sir.

[Tr. 77] It numbers in the millions. We have had a number of surveys. The figures vary from several million up to about 15½ million. I have some charts here, if you would like to see them, indicating the results of the studies.

Q. Has that number been increasing? A. Yes, sir, it has.

Q. Did you have any special problems with respect to taking care of the visitors in the Mall? A. It constantly gets more complex, of course, because of the capacity of the memorials themselves have, a limited capacity for handling people, so there is a great need now to do interpretation outside of the memorials themselves and the only place that this likely can be done, in our view, is on Mall in the vicinity of these great memorials.

[Tr. 77] Q. Have you had some interpretive service there previously? A. Yes, sir, we have.

Q. Did you figure it was sufficient in your estimation? A. No, sir, we do not.

Q. What steps did you take, then, in connection with improving the interpretive service to visitors to the Mall? A. Sir, we have tried a number of things. The most [Tr. 78] recent thing that we have tried was as a result of a survey that was made for us by the Vice President of Vista Services, Colonial Williamsburg suggesting the

installation of visitor's kiosks and perhaps some kind of interpretive shuttle service around the Mall. So that last fall, we conducted an experiment with a visitor shuttle service. We found that it worked very well and the result of this, we issued a prospectus inviting private enterprise to provide this service if we could find a suitable applicant; and we did find a suitable applicant. And we have entered into a contract with them.

Q. Does this service contemplate an operation wholly within the confines of the National Park area, the Mall area? A. It does; not entirely within the Mall, but within the National Park area. The Mall, the Ellipse and Jefferson Memorial.

Q. In other words, this service will be carried on entirely on land owned by the United States? A. Yes, sir.

Q. And were those services described in the prospectus? A. Yes, sir.

Q. And you called for bids? [Tr. 78] A. No, sir; we called for proposals. Under the [Tr. 79] statutory authority granted the Secretary of the Interior; which has been delegated to me, we do not have to let these services pursuant to competitive bidding. We do solicit proposals and on the basis of our evaluation of those proposals we negotiate with the applicant who in our opinion can render the best service in the public interest.

Q. How many applicants did you have, if you recall? A. Seven.

Q. Can you name them? A. Well, I have them—the D. C. Transit; the White House Tours; Universal Interpretive Shuttle Corporation; Mr. Nilon; Washington Tours. There were several.

Q. And the Zoo Tours? A. Yes.

Q. That is sufficient.

Are there any long-range plans for the Mall?

By Mr. McKevitt:

Q. Do you have any long-range plans for the Mall? A. Yes, sir, we do.

Q. Would you describe them to us briefly? [Tr. 80] A. Generally, what we propose to do is to make it a memorial Mall and limit the amount of vehicular access to it to a visitor shuttle service, with parking provided underground for both automobiles and buses and for visitor centers in connection with these parking areas at the Ellipse and under the Mall and to try to tie together an operation that will separate the visitors to Washington from his automobile.

[Tr. 80] Q. Do you have any parking problems on the Mall? A. They are very great, yes, sir.

Q. You ultimately accepted one of these bids? A. We did, sir.

Q. And from whom? A. The proposal of Universal Interpretive Shuttle, sir.

Q. Did you talk to the others before you did that? A. We talked to all of them except Mr. Nilon who did not respond to the invitation to discuss his proposal.

Q. Now, is the contract service that you have, do you consider it to be supplemental to the present sightseeing service in the area? A. We do.

[Tr. 81]

By Mr. McKevitt:

Q. Are you familiar with the general sightseeing service to the Mall at the present time? A. I am, sir.

Q. Can you just describe briefly what that consists of? A. Well, it consists of tours that are chartered that come into the city. I met with a number of these operators at the time that this proposal was under consideration prior to issuing the prospectus to see just how an interpretive

service would fit together with what was already being provided by others in the area. This was also a part of the consideration of Mr. McCaskey who considered this problem for us. It consists of tours that are sold to visitors by companies in Washington, visiting specific memorials and it consists also of guide service provided by taxicab operators in the area.

[Tr. 82]

By Mr. McKevitt:

Q. I hand you defendant's Exhibit 4 which is a copy of the contract which has been signed by the Universal Interpretive Service and has, I believe, been sent to Congress. A. Yes, sir.

Q. Without going into great detail, can you tell us to what way you exert control over this operation in that contract? A. This contract not only gives us authority to control the rates for which the service is provided, but also the standard of performance by the concession, the hours which it will be operated and the areas that will be covered in it.

Q. Are these matters which you consider vital which you retained control over? A. Yes, sir, indeed they are.

[Tr. 83] Q. Would you explain why? A. Well, of course, the hours in which you provide the service is directly related to the time when the people are in an area and when the facilities are available for interpretation.

The kind of equipment, as we found during this experiment, is an essential part of the whole inspirational experience of visiting the Mall.

We believe that the rates are an extremely important part of this, because we want the visitor to the Nation's Capitol to have an opportunity to see the parkland of his Nation's Capitol at a reasonable price and still a rate that will provide an adequate return to private enterprise.

These are basic considerations in all concessions operations and that these are the same criteria that we use in any other national park. Concessions are there to serve the public and not simply to make money for private enterprise.

[Tr. 84]

By Mr. McKevitt:

Q. In awarding the contract to Universal, did you conclude that it met all the particular qualifications? A. We did, sir.

Q. Did you evaluate the effect of this proposed new service on the existing charter and sightseeing service? A. We did, and we felt that this was in addition to what was being done, because this was an interpretive service provided by the Department and by the Service to interpret the significant features that are pertinent to the Mall area and the great parkland of the Nation's Capitol and not simply to give visitors a sightseeing tour of Washington.

Q. Do you feel it will have any particular effect on existing sightseeing services? A. I do not, sir. In other words, our plans are not to interfere with the sightseeing bus operations that go through the Mall. We have permitted these to go on by [Tr. 85] sufferance for many years and until such time as we implement the overall concept of the Mall plan and eliminate the vehicular traffic from it, providing other places for them to park, we contemplate that they will continue to take their passengers there.

Q. In other words, you have issued these sightseeing companies no particular permits, but you have allowed them to use the roads by sufferance; is that correct? A. That is right, sir.

Mr. McKevitt: That is all, Your Honor.

[Tr. 85]

Cross-Examination

By Mr. Russell Cunningham :

Q. Mr. Hartzog, do I gather correctly from your direct testimony that the service that Universal is going to provide is a different type of transportation service than is now being rendered by other companies in the area? A. I believe so; yes, sir.

Q. In sending an invitation to bid, were you primarily concerned with an organization that could furnish this different and this distinctive type of transportation? Is this the prime quality that you were looking for when you issued these invitations to bid? A. No, the prime quality that we were looking for was [Tr. 86] an end product of the kind of service we were seeking, which is a service different from that which is now being provided. We want a service like the one we experimented with last fall. We weren't seeking any particular company and, certainly, no preconceived notion as to what type of equipment and this kind of thing; what we were after was an end product of an interpretive service.

Q. In fact, you were looking for a new method of transporting people around the Mall, is that right? A. No, I was looking for a new method of interpreting the Mall to the people who were there.

Q. What type of people did you think you would find that you could send out these invitations to bid that would be particularly qualified to provide such a service? [Tr. 86] A. Well, we have a list of people who are interested in concessions throughout the National Park System and we circularize that list. In addition to that, we have a particular requirement such as this for medical service, for example, and we believe there are people who might be qualified even though they haven't made a specific request and we usually mail a prospectus as well.

Q. Do you know how many companies of the—how many copies of the prospectus you mailed out? [Tr. 87] A. I do not; no, sir.

Q. Do you know whether it exceeded 50? A. I do not know, sir.

Q. You have no idea, so, it could have been anywhere from the seven that replied to 200? A. That's correct, sir.

Q. Yet, you say you do know there is a list, but you have no knowledge of how long a list it is? A. There are several hundred on this list, but I don't know whether they mailed it to the entire list, or whether they mailed it to people who had expressed an interest in this type of service.

Q. Did you get a reply from any company or person who is not primarily engaged in the transportation of passengers for hire? A. In the context of franchised operators, yes. I think this Universal Shuttle is not engaged in the operation of transportation for hire and I believe that Mr. Nilon also ran a comparable kind of operation. In other words, not a general transportation operation.

[Tr. 87] Q. Did Universal, in submitting its bid, point out to you one of their principal features was the fact that they had run a transportation system on the picture lots out in [Tr. 88] California? A. Yes, sir.

Q. So, they did emphasize to you that they were experienced in transportation, in moving people around? A. Yes, and in the interpretive—

Q. Is that right, sir? A. And in the interpretive end of transportation.

Q. I didn't ask you about interpreting, sir. Just answer my question. A. The thing they stressed most and what impressed me most in their proposal was their interpretive qualifications.

Mr. Davis: I have a few questions, if I may, sir.

By Mr. Davis:

Q. Mr. Hartzog, I believe you were testifying generally as to the type of services that the Director of National

Parks renders in the Mall area, and I believe you mentioned [Tr. 89] the fact that presently you police the area with your own police force? A. Yes, sir.

Q. And you maintain the roads and part of the Mall area? A. Yes, sir.

[Tr. 92]

By Mr. Davis:

Q. Are you familiar with the routes over which the proposed service will operate? A. Yes, sir.

Q. Are you familiar with the fact that the proposed routes will cause the defendant in this proceeding to operate these particular vehicles over streets that are under the jurisdiction of the District of Columbia?

The Court: If you know. If you know where the jurisdiction ends or begins. This is calling for legal conclusions, too, Mr. Davis.

If you know all these questions of jurisdiction, you can make a guess at it; but I don't think you are in a position to give a legal opinion.

The Witness: I am advised they are our streets.

[Tr. 93]

By Mr. Davis:

Q. Under the jurisdiction of the District of Columbia over which your service will travel? A. Under the jurisdiction of the National Park Service.

Q. I appreciate that, sir. But are there also streets within the jurisdiction of the District of Columbia over which your service would operate? A. There are some streets in the Mall area that are administered by the District of Columbia which these vehicles will cross. They do not operate along the streets, they simply cross them.

[Tr. 94]

By Mr. Davis:

Q. Mr. Hartzog, I believe you did testify that you are familiar with [Tr. 94] Second Street and Third Street and the fact that they are temporarily closed at Third Street.

A. Yes, sir.

Q. For how long a period of time will that be closed, if you know? A. I don't know. It is involved in construction of some time.

Q. Is it your best estimate that it will be approximately a year or two? A. I wouldn't know.

[Tr. 95] Q. Now, during the period of time that that street is closed, where do you propose to operate this particular service? A. Well, there is to be access provided by the District of Columbia for us there and this is a part of the whole agreement between this service and the District of Columbia and the Highway Department. We are giving them certain permits, they are giving us certain permits for use of that property, because part of that property they are going to put that property on is managed by the National Park Service. Part of it is in the jurisdiction of the Architect of the Capitol. So that this is quite an involved matter and I, frankly, am unable to answer the details of your question.

C. Portions of Trial Testimony of Robert M. Landau

[Tr. 104] Whereupon,

Robert M. Landau

called as a witness on behalf of the defense, having been first duly sworn, was examined and testified as follows:

. . .

Direct Examination

By Mr. McKevitt:

Q. State your name, please? A. Robert M. Landau.

Q. And where are you employed, Mr. Landau? A. I am employed by the Department of Interior as attorney-advisor in the Office of the Solicitor.

[Tr. 105] Q. What is your particular relationship to the National Park Service? A. I am in the Division of Parks and Outdoor Recreation, and our function is to advise both of those bureaus, the National Park Service and the Bureau of Outdoor Recreation in regard to their programs.

Q. What is your relationship to the National Capitol Parks? A. National Capitol Parks are part of the National Capitol Regions of the National Park Service. As far as my relationship is concerned, approximately 60 per cent of my total work is concerned with National Capitol Regions.

Q. Are you familiar with the regulations and the administration of the so-called Mall area? A. Generally, yes, sir.

Q. Do you know whether any permits are issued by the Department of Interior for sightseeing service on the Mall? [Tr. 105] A. Based on the investigation that I have conducted, I have been unable to determine that any permits are issued for sightseeing service.

Q. Can you describe on what basis the sightseeing buses are on the Mall as far as the Department of Interior [Tr. 106] is concerned? A. These sightseeing buses are and have been permitted on the Mall roads on a sufferance basis and

parking areas are designated for their use, and that is essentially it.

Q. When I say "existing sightseeing service," I mean any other than that contemplated by the contract involved in this litigation. Now, will you describe the type of present sightseeing service with respect to where the customers come from and as to whether or not there is any solicitation on the Mall? A. Basically, to the best of our information these are package tours which are sold outside of the Mall and the buses will enter the Mall, discharge their group at a particular building and park. The same group will come back to the bus and transported to a different area. The regulations of the Park Service prohibit commercial solicitation in National Capitol Parks area.

Q. Is it contemplated that this new service will have any particular effect on the operation and revenue of the present sightseeing companies in existence?

Mr. Russell Cunningham: Objection, Your Honor. [Tr. 107] He is asking for a conclusion.

The Court: He is just asking for a contemplation; it is not a conclusion.

[Tr. 107] The Witness: Shall I answer, Your Honor?

The Court: Yes, go ahead.

The Witness: It is the intention of the Park Service that the present operations of the sightseeing companies will continue since the service offered by the interpretive shuttle is not duplicative of their services and, basically, there is no intention to exclude these sightseeing buses from the Mall and provision will be made for additional parking for them after the interpretive shuttle service is initiated.

By Mr. McKeyitt:

Q. Where will this service be conducted? Will the proposed new service be conducted entirely within the confines of the park area? A. That is correct.

Q. Do you know whether there are any particular plans with respect to the future parking areas on the Mall? A.

Well, from discussions that I have had and from questions that have come to me as part of my job, the plans for the Mall are basically to remove all vehicular traffic. Present roads will be replaced by walkways. There will be [Tr. 108] a paved ribbon for the interpretive shuttle. Of course, this will result, at some time in the future—I can't say exactly when it will be—this will result in elimination of all vehicular traffic on the Mall but this, to a great extent, is conditioned upon providing some other parking for private vehicles and for tour and sightseeing buses.

The immediate effect of the interpretive shuttle will be minimal as far as bus parking on the Mall is concerned as far as any adverse effect will be concerned. One possibility involves the elimination of all vehicular parking from the south side of Jefferson Drive and the north side of Madison Drive, I believe.

[Tr. 108] Q. If that were done, would they be replaced?

A. Yes. There are approximately 15 bus parking spaces on those sides and if those bus parking spaces are eliminated, it is the plan of the Park Service to reserve the south side of Adams Drive from 9th to 14th Streets for bus parking and that would result in 60 to 70 bus parking spaces to replace the 15 which would be removed.

Q. You are familiar with the contract entered into between the United States and the defendant, Universal Interpretive Shuttle Corporation? [Tr. 109] A. Yes, sir.

Q. And under that contract, the routing of the buses will be controlled by the National Park Service? A. Yes, sir, completely.

Q. Does this mean that rather than going down Constitution, the route would be changed somewhere? A. There are several possibilities which have been considered. No definite route has been decided upon. There have been several considered based upon the experiment which was run last fall. Alternatives are being considered. For example, possibly putting a ramp at the Lincoln Circle to have the shuttle come down North Reflecting Pool Drive.

Another possibility would be to have it go around the Lincoln Memorial and come down South Reflecting Pool Drive to 17th Street on the Mall.

Mr. McKevitt: That's all, Mr. Landau.

Mr. Russell Cunningham: No questions, Your Honor.

Cross-Examination

By Mr. Davis:

Q. Mr. Landau, would you tell me, please, what regulation you referred to when you say the regulations would prohibit solicitation for service for hire on the Mall? [Tr. 110] A. If my memory serves me, it's 50.25.

Q. Rather than repeat a lot of questions with respect to the service being in the confines of the Park area, you are also familiar, are you not, with the fact that the service will cross streets which are under the jurisdiction of the District of Columbia? A. It will cross streets under the jurisdiction of the District of Columbia; yes, sir.

A.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

[Title omitted in printing]

Affidavit in Support of Motion for Preliminary Injunction

George A. Avery, being duly sworn, deposes and says:

1. He is a member Commissioner of the plaintiff in the above-styled action.

2. This is an action for Injunctive Relief.

3. Universal Interpretive Shuttle Corporation is a California corporation. It has publicly announced that it intends to do business in the District of Columbia, beginning on or about May 1, 1967. It has informed the plaintiff that Harry M. Plotkin and Ralph S. Cunningham, attorneys at law, 1815 H Street, N. W., Washington, D. C., have been appointed as special agents to accept service of process issued by the United States District Court for the District of Columbia on behalf of the Washington Metropolitan Area Transit Commission.

4. Universal Interpretive Shuttle Corporation has agreed with the Department of Interior of the United States of America to engage in and perform certain transportation of persons for hire between points within the Metropolitan District, as is defined in Article I of the Washington Metropolitan Area Transit Regulation Compact, ("Compact") 74 Stat. 1031, D. C. Code § 1-1410 (1961 Ed.).

As publicly stated, a tour will be operated on public streets over a route along the "Mall" area of the District of Columbia, with stops at various government buildings and monuments. The transportation will be performed in Universal Interpretive Shuttle Corporation vehicles, which will be operated by the corporation's employees. Pas-

sengers will pay the corporation a pre-established fare or charge.

5. Article XII, Section 1(a) of the Compact (74 Stat. 1035) confers jurisdiction upon the Washington Metropolitan Area Transit Commission ("Commission") to regulate the transportation of persons for hire between points within the District of Columbia. Article XII, Section 4(a) of the Compact prohibits transportation subject to that law unless the Commission has issued a certificate of public convenience and necessity authorizing such transportation.

6. The Commission has informed Universal Interpretive Shuttle Corporation, by registered letter dated March 27, 1967, of the provisions of the Compact. Universal Interpretive Shuttle Corporation has advised the Commission, by letter dated March 30, 1967, that it does not intend to apply for a certificate of public convenience and necessity.

7. It appears to the Commission that Universal Interpretive Shuttle Corporation is about to engage in acts which will constitute violations of the provisions of the Compact, which acts will consist of engaging in the transportation of persons for hire between two or more points within the District of Columbia, without having been issued the certificate of public convenience and necessity authorizing such transportation required by Section 4(a), Article XII, of said Compact, without having filed and secured the approval of tariffs reflecting the fares or charges to be imposed upon the persons to be transported, required by Section 5(d), Article XII, of said Compact, and without having complied with the insurance requirements prescribed by the Commission in its Regulations 62-01 et sequence, adopted October 31, 1966, pursuant to Section 9(a), Article XII, of said Compact.

8. Unless the Universal Interpretive Shuttle Corporation, and its employees, are enjoined and restrained during

the pendency of this action from the Commission of the acts threatened by it, the public safety and convenience is endangered and the public is faced with great and irreparable injury and damage. Unless and until the Commission finds that the Universal Interpretive Shuttle Corporation is "fit, willing, and able" to perform the transportation threatened, failure to enjoin and restrain the operations will foist upon an unsuspecting public a service vested with the "public interest" and stated by the legislative bodies of the United States of America, the State of Maryland, and the Commonwealth of Virginia to be prohibited without the sanction and approval of their delegated agency, the Washington Metropolitan Area Transit Commission. Concomitantly, the riding public will have been denied that protection against unsafe operations, unfair, unreasonable and unregulated fares and charges, and the financial responsibility for bodily injury, death, or for loss or damage to property declared by the said legislatures to be a condition precedent to the transportation of passengers for hire within the Washington Metropolitan Area.

/s/ GEORGE A. AVERY
George A. Avery, Commissioner
Washington Metropolitan Area
Transit Commission
1815 North Fort Myer Drive
Arlington, Virginia 22209

[Jurat omitted in printing]

B.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

[Title omitted in printing]

Affidavit in Support of Plaintiff's Reply

George A. Avery, first having been duly sworn, deposes and says: I am the same George A. Avery whose Affidavit in support of the plaintiff's motion for preliminary injunction was filed with said motion on March 31, 1967.

On or about February 15, 1967, the Commission received a copy of a Prospectus issued by the National Park Service, inviting the submission of bids by interested persons to perform a transportation service and additional allied functions of non-transportation nature. The Prospectus made no mention of the Compact, its provisions, and the regulatory responsibilities created in this Commission thereunder. Accordingly, the Commission directed its General Counsel to discuss this matter with appropriate employees of the National Park Service. Such a meeting was held on February 17, 1967. Subsequently, the Commission was orally informed that the Prospectus would not be amended because the Secretary of the Interior and the National Park Service were of the opinion that such transportation was under the exclusive jurisdiction of the Secretary.

Subsequently, two representatives of the Commission, Commissioner George A. Avery and General Counsel Russell W. Cunningham met with officials of the Department of Interior and the National Park Service. At this meeting, both groups continued to express the belief that their respective positions were legally correct. The Commission was assured, however, that all persons submitting bids in response to the Prospectus would be informed of the pro-

visions of the Compact and the Commission's interpretation thereof in regard to the proposed transportation.

The official records of this Commission reveal that 16 certificates of public convenience and necessity have been issued to date, authorizing in varying degrees, regular route, charter, and sightseeing operations. At least 8 of these specifically authorize sightseeing or pleasure tours within the District of Columbia, including the Mall area. The official records of this Commission further reveal that many of these carriers provide so-called "interpretive" services, wherein special guides discourse and lecture on the historical and present significance of the national monuments and shrines located in the District of Columbia, including the Mall area. The official records of the Commission further indicate that many of these carriers provide special tours of Government buildings, solely for the purpose of viewing the national monuments, shrines and buildings. The guides are licensed and regulated by the District of Columbia. Prior to the issuance of a guide license, an individual must display a thorough knowledge of the history and significance of the national monuments, shrines and buildings located in and about the District of Columbia, including those located in the Mall area.

/s/ GEORGE A. AVERY

George A. Avery, Commissioner
Washington Metropolitan Area
Transit Commission
1815 North Fort Myer Drive
Arlington, Virginia 22209

[Jurat omitted in printing]

C.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

[Title omitted in printing]

William H. McGilvery, first having been duly sworn, deposes and says as follows: I am the Chief Clerk of the Washington Metropolitan Area Transit Commission and my duties number, among other things, the custodian of the official records of said Commission.

The plaintiff is an interstate Compact Agency established to regulate transportation of persons for hire and, in furtherance thereof, has issued various certificates of public convenience and necessity. A certificate of public convenience and necessity sets forth the transportation a particular carrier is authorized to engage in. The Commission has issued various certificates authorizing transportation in regular route and/or irregular route sightseeing and pleasure tours, as evidenced by the following certificates: No. 1, issued to White House Sightseeing Corporation; No. 2, issued to Diamond Tours, Inc.; No. 3, issued to Washington Sightseeing Tours, Inc.; No. 4, issued to the Washington, Virginia and Maryland Coach Company, Inc.; No. 5, issued to D. C. Transit System, Inc.; No. 8, issued to WMA Transit Company; No. 10, issued to Raymond Warrenner, t/a Blue Line Sightseeing Company; No. 11, issued to the Alexandria, Barcroft and Washington Transit Company; and No. 12, issued to the Gray Line, Inc. Copies of these certificates are attached ("A") to this affidavit.

There are four major regular route transit companies under the jurisdiction of the Commission. In the performance of their regular route service, the carriers operate over certain public streets in the Mall area. These streets include Constitution Avenue, 23rd Street, Lincoln

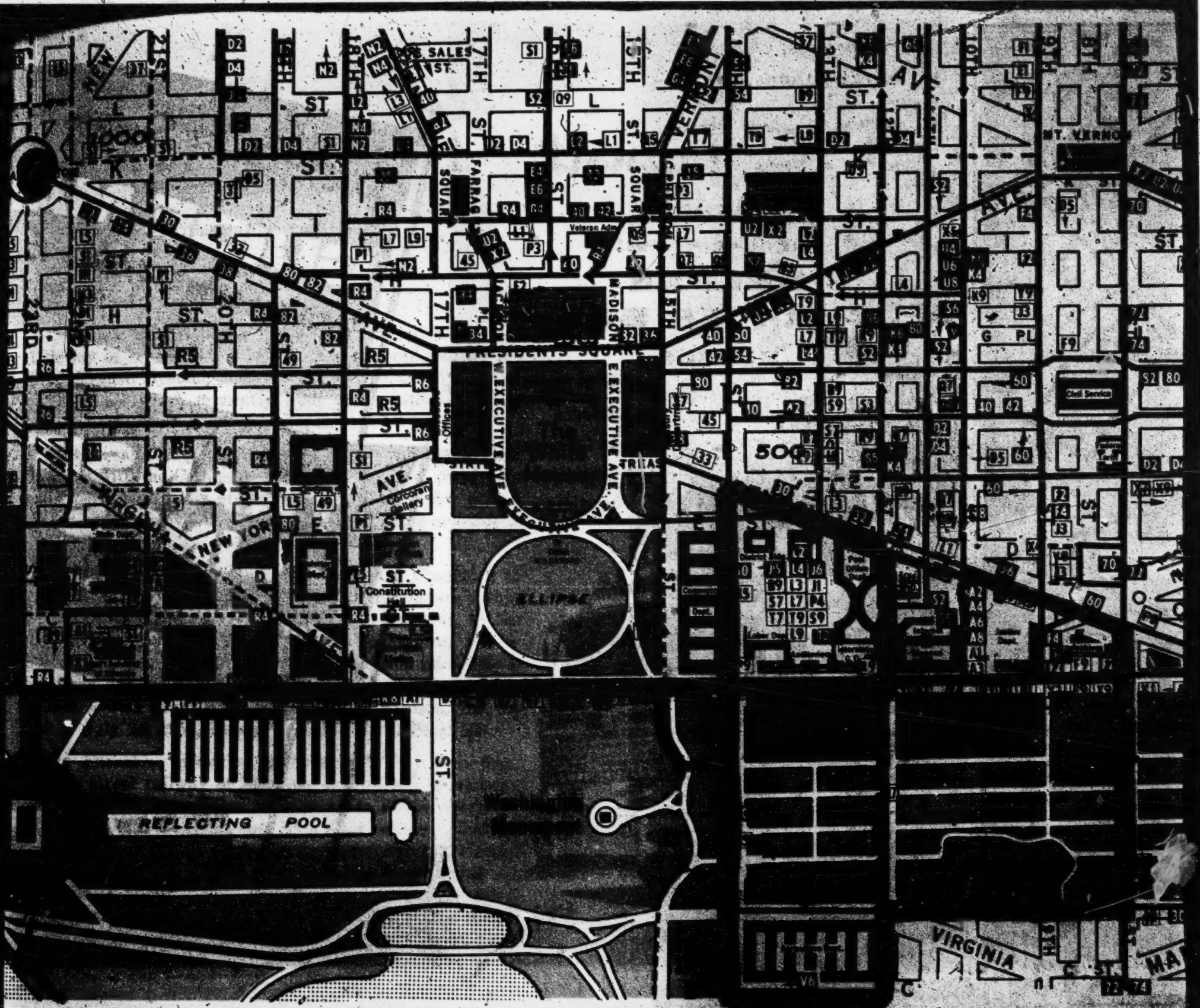
Memorial Circle, Ohio Drive, West Basin Drive, 15th Street, 14th Street, 12th Street, 7th Street, 4th Street, 3rd Street, 2nd Street, 1st Street, Independence Avenue, Pennsylvania Avenue, and Madison Drive. A map of these routes in the Mall area is attached ("B") to this affidavit.

I have spent a large amount of time in the Mall area and have had occasion to view traffic in that area. It has been my observation that all of the above named streets are freely travelled, without restriction, by all members of the public, and private and commercial vehicles have been intermingled without restriction or regulation. These streets appear to be an intricate part of the District of Columbia street system.

The Commission records disclose that various carriers have entered into contracts with different agencies and departments of the United States, to perform transportation for the agency or its employees. The United States agencies and departments include the Department of State, the Department of Defense, the United States Army, the United States Navy, and the Atomic Energy Commission. Approval of the Commission to perform the transportation was sought by the contracting carriers in each instance.

WILLIAM H. MCGILVER
Chief Clerk
Washington Metropolitan Area
Transit Commission
1815 North Fort Myer Drive
Arlington, Virginia 22209

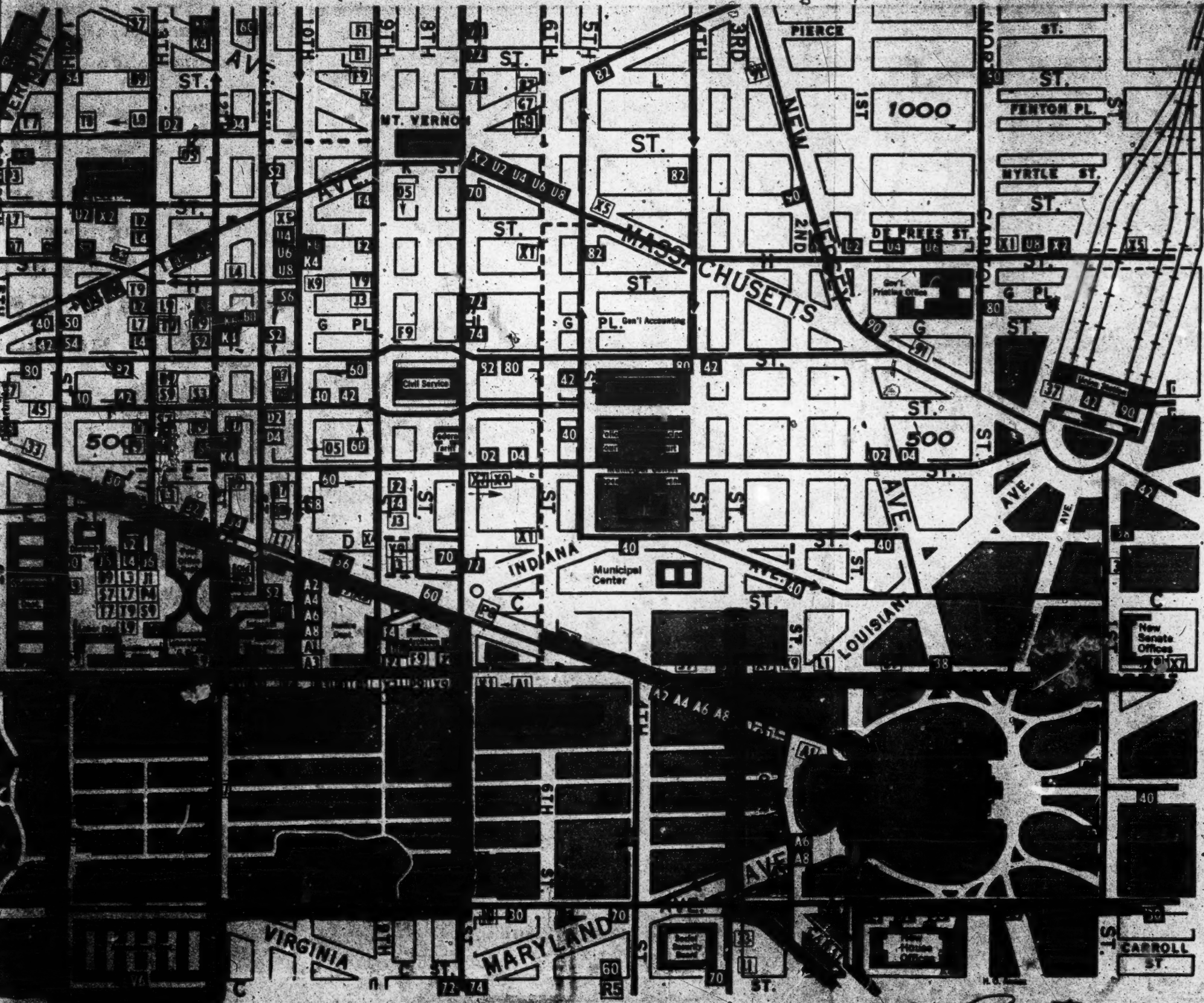
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DC Transit Routes

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BWV + M C



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WV + M Routes

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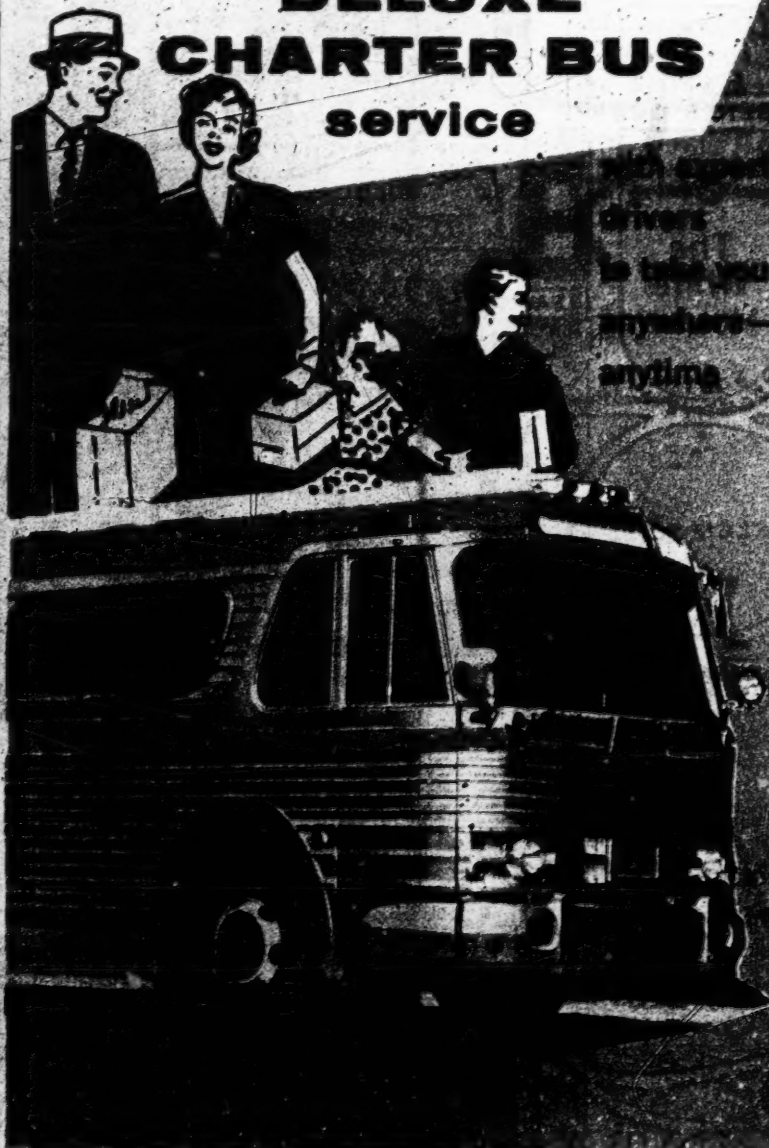
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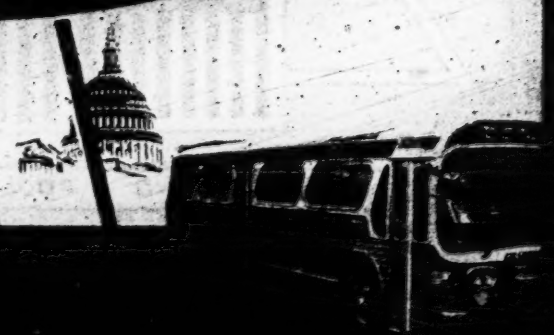


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UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

[Title omitted in printing]

Affidavit

DISTRICT OF COLUMBIA, ss:

I, William E. Bell, being first duly sworn under oath this 17th day of April, 1967, state that I am employed by the D. C. Transit System, Inc., 3600 M Street, N. W., Washington, D. C. and presently hold the position of Vice President—Research and Development.

That in attaining my present position, I have been affiliated with the Company and its predecessor companies for a period in excess of 29 years and during this period have been employed in all schedule and traffic operations of the Company.

D. C. Transit System, Inc. was granted a Franchise to operate a mass transit system of passengers for hire within the District of Columbia . . . "subject, however, to the rights to render service within the Washington Metropolitan Area possessed, at the time this section takes effect, by other common carriers of passengers . . ." This Franchise was granted to D. C. Transit System, Inc. by Act of July 24, 1956, Public Law 84-757, 70 Stat. 598.

The Franchise provides in Section 3 that "no *competitive* street railway or *bus* line, that is, bus or railway line for the transportation of passengers of the character which runs over a *given route* on a *fixed schedule*, shall be established to operate in the District of Columbia without the prior issuance of a certificate by the Public Utilities Commission of the District of Columbia . . . to the effect that the competitive line is necessary for the convenience of the public". (Emphasis added) In other words, quite

separate and apart from the question of whether the Compact, Article XII, Section 4, requires a certification of Defendant's proposed service, the Franchise imposes such a requirement if Defendant's proposed service is a

- (1 competitive
- (2 street railway or bus line
- (3 operating over a given route on a fixed schedule.

All of these conditions have been met herein by the proposed service to be rendered by the Universal Interpretive Shuttle Corporation.

I herewith state that Defendant's proposed service is competitive with D. C. Transit's existing service. D. C. Transit System, Inc. has two types of service operating in the Mall Area. Daily regular route service; Routes A1, A2, A4, A6, A8, A9, P9, D1, \$3, N1, N3, R3, 30, 32, 34, 36, 50, 54, 60, 70, 72, and the Government Minibus Service, is now provided over the major Mall arteries such as Constitution, Independence and Pennsylvania Avenues and 23rd, 17th, 14th, 12th, 7th, 4th and 1st Streets which Defendant proposed to utilize. Additionally, a daily special sightseeing service, with licensed guides, is now provided for tourists in the Mall Area which covers almost every one of the 23 buildings and monuments proposed to be served by the Defendant.

D. C. Transit System, Inc., following preparation by my Department, filed for temporary authority with the Washington Metropolitan Area Transit Commission to operate a service in the Mall Area to be styled "All American Sightseer on the Mall" (April 6, 1967). I have attached hereto as Exhibit No. 1 the material detailing said service.

The contemplated duplication by the Defendant of D. C. Transit's existing services, particularly sightseeing, will have the competitive effect of depriving D. C. Transit of revenues, revenues which are sorely needed to maintain

the financial health of its system-wide operations. I have estimated that the loss per year to D. C. Transit System, Inc. should this duplicative service be commenced would be approximately \$1,275,000.² This figure is based upon the projected loss of \$150,000 in regular route service, \$750,000 in group charter sightseeing, and \$375,000 in daily sightseeing tours.

I have attached hereto copies of Exhibits 2 to 9, inclusive, which demonstrate the fact that the service proposed to be rendered by the Defendant is duplicative of existing service.

Defendant proposes that it will operate a regular route, common carrier, bus passenger service on a fixed schedule. Nothing in the Franchise herein referred to restricts the protection afforded D. C. Transit therein to a given geographical area of the District of Columbia, and the said Franchise protects D. C. Transit against the competition of an operator over the public streets in the Mall Area as fully as an operator over any other public streets in the District of Columbia.

The public will be deprived of any advantage that D. C. Transit derives from its Franchise if the Defendant is authorized to render the proposed service. D. C. Transit's system-wide operation is totally dependent upon its revenues derived from all sources of its operation as well as all areas within the District of Columbia.

Additionally, Defendant proposes to operate "between points in the Metropolitan District". The proposed service will operate over a route extending between Capitol Hill and Lincoln Memorial areas of the District of Columbia. This, I state, is traveling "between points" and constitutes a round trip between Capitol Hill and the Lincoln Memorial. Any other determination or conclusion would be contrary to custom and accepted usage in the transit industry.

D. C. Transit presently provides regular route bus passenger service on fixed schedules on the basis of contracts with the State and Defense Departments of the Government of the United States. These contracts are accepted in the transportation industry as contracts requiring the Transit Company to perform the services therein to be provided and in no instances are the Governmental agencies looked upon or accepted as the performer of the said services. In each instance, the Transit Company provides the equipment, driver, garage facilities, all necessary personnel required to perform the said service and any and all acts to be performed in connection therewith and bears the sole responsibility for the performance of the said contracts. Any determination to the contrary would be counter to the accepted usage and custom within the transit industry.

D. C. Transit System, Inc., in compliance with its Franchise and the Compact, *supra*, has made application for and received from the Governmental agencies all of the requisite authority necessary to perform regular route, common carrier, bus passenger service and sightseeing and charter service.

D. C. Transit has scheduled, and will continue to schedule as well as operate, its regular route, common carrier, bus service, sightseeing, and its charter operations over a major portion of the identical routes proposed to be operated over by the Defendant.

In this connection, a large number of sightseeing buses are operated daily in the Mall Area by other common carriers, local and out-of-State.

Any operation over these routes by the said Defendant without the requisite authority from the Washington Metropolitan Area Transit Commission will deprive the public and D. C. Transit of revenues necessary in maintaining its system-wide, regular route, common carrier, bus operations. To the extent that it is deprived of the said

revenues it will be caused to make application to the WMATC for increases in fares to meet the revenues lost due to the competitive operations of the Defendant.

I further state that the public, as well as D. C. Transit, requires that the bus passenger services being rendered by D. C. Transit in the Metropolitan District be not interfered with by unauthorized carriers as any interference therewith will have a direct adverse economic effect upon the public as well as the Transit Company.

/s/ WILLIAM E. BELL
William E. Bell

[Jurat omitted in printing]

[Note: Exhibits 2 through 9 attached to the foregoing affidavit are located at the end of this appendix.]

E.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

[Title omitted in printing]

Affidavit

DISTRICT OF COLUMBIA, ss:

William E. Bell, being first duly sworn, under oath, this 26th day of April, 1967, deposes and says:

That the Interpretive Shuttle Service Corporation, defendant in the above-captioned proceeding, will not only cross over and operate on the cross streets known as 14th Street, 12th Street, 9th Street, 7th Street, 6th Street, 4th Street, and 3rd Street, N. W. and S. W., which are under the maintenance, care and supervision of the City of Washington, District of Columbia, when conducting the service proposed in their contract with the National Park Service, Department of the Interior, but as a matter of fact will,

by necessity, have to operate over Third Street, Independence Avenue in the Southwest area, both streets not being within the proclaimed or alleged jurisdiction of the Secretary of the Interior, to 1st Street; thence over 1st Street, S. W. and N. W. to Pennsylvania Avenue; thence over Pennsylvania Avenue between 1st Street, N. W. and 3rd Street, N. W.; thence over 3rd Street, N. W. to Washington Drive. It is respectfully stated that not one of the streets referred to is alleged by the defendant to be under the jurisdiction of the Secretary of the Interior and the operation of the defendant's services referred to in this proceeding must, of necessity, operate over the streets herein named which are solely under the jurisdiction of the City of Washington, District of Columbia.

Observation of D. C. Transit System, Inc.'s map of the City of Washington, Exhibits Nos. 2, 4, 5, 6 and 7 attached to the Affidavit of William E. Bell filed on April 18, 1967, will reveal that passengers boarding the contemplated service of the defendant at the Capitol of the United States must, of necessity, board the said bus on 1st Street, N. W. when endeavoring to board the Defendant's transportation in the vicinity of the Capitol of the United States.

I invite the Court's attention to a Press Release dated March 26, 1967 by the Office of the Secretary, Department of the Interior, a copy of which is attached hereto and made a part hereof, more particularly the last paragraph of Page 1 which states the following:

"Service will be offered daily including Sundays and holidays until Labor Day from 9 a.m. to 10 p.m. at 30-minute intervals. From Labor Day through April 15 the hours will be 9:30 a.m. to 5:00 p.m. No service will be offered on Christmas Day."

The Court will observe that the said statement set out herein above definitely establishes a fixed schedule of service between the hours of 9:00 A.M. and 10:30 P.M., including

Sundays and holidays, except Christmas Day, at thirty-minute intervals.

Paragraph 2, Page 2 of the said Press Release sets forth the following:

"UISC plans to initiate, by November 1 an all-day ticket to sell for \$1 which will permit Mall visitors to board the tourmobile at any stop along the route as many times during the day as desired. All-day tickets for children under 12, will be 75 cents. Beginning next summer a nonstop, uninterrupted tour of the Mall will be offered for 75 cents, on a year-round basis."

By passengers being permitted to board as many times during the day as desired along this route, then the vehicle must, of necessity, follow a given route and if the said route was not adhered to the passengers alighting along the route in question would remain stranded.

The alleged Interpretive Shuttle Service, which the defendant corporation states that it will operate in the Mall Area, is nothing more than the presently conducted lecture tours by D. C. Transit System, Inc. and other companies presently conducting sightseeing and charter operations in the Mall Area.

That with respect to the said guided tours the Court is hereby advised that in order to qualify as a licensed sightseeing guide in the District of Columbia a person or persons must be a resident of the Washington Metropolitan Area for a period of two (2) years. In addition, these licenses are at present issued by the Hacker's Bureau, Government of the District of Columbia, and are issued to those persons who are first able to pass a written examination covering the points of interest, buildings, monuments, museums, and other installations of importance in the City of Washington, District of Columbia. The qualifications and requirements herein referred to are not part of the

requirements of the defendant corporation; on the other hand, all other lecturers seeking employment on guided buses within the City of Washington must meet the requirements herein referred to.

Further, of necessity, all buses operating in the Mall Area must be garaged, maintained and repaired at points and places out of the Mall Area thereby further necessitating transportation of the said vehicles over City streets in the City of Washington, District of Columbia, to and from the said Mall Area.

The defendant advises the Court that the bus and trailer will seat 83 persons when conducting the said transportation. The Court's attention is respectfully invited to the fact that the ordinances and laws of the City of Washington, District of Columbia, restrict the overall length of a vehicle, whether it be more than one part, to an overall length of 50 feet.

Defendant has advised the Court that it will place eleven (11) lecturers at points and places along the Mall whose duty it will be to explain points and places of interest in the Metropolitan District even though the said points and places of interest may not be situated within the Mall Area. We are further advised that there will be no direct charge or cost to the public for the said service and that the only charges to be borne by the public seeking public transportation in the Mall Area will be in the form of fares paid to the defendant as a charge for direct transportation service while traveling on the defendant's buses between the Government buildings situated in the Mall Area.

The Court is advised that D. C. Transit System, Inc. presently operates a 24-hour per day throughout the year information service to the tourist without any direct charge therefor, which service provides the public with information about public buildings, museums, monuments and other points and places of interest even though one or all of them

may not be directly situated on and over a route where D. C. Transit System, Inc. maintains and operates a regular route, sightseeing or charter bus operation. That in addition, D. C. Transit System, Inc. has prepared for distribution to the public, at no cost, brochures and pamphlets which are fully descriptive of the type of tours available to the public at the least possible cost. The Company has prepared and distributed in excess of 30,000 pamphlets per year which enable its enquiring patrons to travel between all Government installations, museums, monuments, etc. within the District of Columbia for the sum of one (1) fare, namely 25 cents.

In addition to the foregoing, D. C. Transit System, Inc. provides lecturers for groups of visitors to the District of Columbia at no cost to them; the purpose of the said lecturer being to acquaint the public with all of the points of interest in the City of Washington, District of Columbia.

/s/ WILLIAM E. BELL
William E. Bell

[Jurat omitted in printing]

[Certificate of service omitted in printing]

VIII

A.

Contract No. 14-10-9-990-27

THIS CONTRACT made and entered into by and between the United States of America, acting in this behalf by the Secretary of the Interior, through the Director of the National Park Service, hereinafter referred to as the "Secretary", and Universal Interpretive Shuttle Corporation, a corporation organized and existing under the laws of the State of California, hereinafter referred to as the "Concessioner":

WITNESSETH:

THAT WHEREAS, the National Capital Parks area are under the exclusive charge and control of the Director of the National Park Service pursuant to the Act of June 1, 1898, as amended (D.C. Code, Section 8-108); and

WHEREAS, the number of visitors to the central Mall area exceeded twelve million in 1965 and is expected to progressively increase in coming years; and

WHEREAS, the visitor demands require that the Secretary provide increased expert interpretive service in order to properly discharge his obligations to the people of the United States, and it has been determined that such interpretation can best be provided in conjunction with a shuttle service; and

WHEREAS, the United States has not provided such necessary facilities and services and desires the Concessioner to establish and operate the same at reasonable rates under the supervision and regulation of the Secretary; and

WHEREAS, the establishment and maintenance of such facilities and services involve a substantial investment of capital and the assumption of the risk of operating loss, and it is therefore proper, in consideration of the obligations assumed hereunder and as an inducement to capital, that the Concessioner be given assurance of security of such investment and of a reasonable opportunity to make a fair profit; and

WHEREAS, it is the intention of the parties that any acts, policies, or decisions of the Secretary under this contract will be consistent with reasonable protection to the Concessioner against loss of its investment and against substantial increase in costs, hazards, and difficulties of its operations hereunder:

Now, THEREFORE, pursuant to the authority contained in the Acts of August 25, 1916 (39 Stat. 535: 16 U.S.C. 1-3),

and October 9, 1965 (79 Stat. 969; 16 U.S.C. 20), and other laws supplemental thereto and amendatory thereof, the said parties, in consideration of the mutual promises herein expressed, covenant and agree to and with each other as follows:

SEC. 1. Term of Contract. (a) This contract shall be for and during the term from date of execution through December 31, 1977, except as it may be terminated as herein provided. The Concessioner may, in the discretion of the Secretary, be relieved in whole or in part of any or all of the obligations of this contract for such stated periods as the Secretary may deem proper upon written application showing circumstances beyond its control warranting such relief.

(b) The granting of the term hereinbefore specified is conditioned upon the Concessioner furnishing equipment necessary to operate a trackless train system to provide visitor interpretive shuttle service as required herein, at a cost of not less than \$500,000. Such equipment shall consist of:

Open-air type vehicles, each consisting of a self-propelled unit, with a passenger capacity of not less than 40, and a trailing unit with a capacity of not less than 43 passengers, the two units to be articulated. The equipment shall have the power capacity of speeds up to thirty (30) miles per hour fully loaded, with the capability of starting with a full load on a ten per cent (10%) upward gradient and to maintain a constant climb at a minimum of five (5) miles per hour. All units shall meet Interstate Commerce Commission and District of Columbia safety requirements. Each complete unit shall contain a sound amplification system, shall have solid panels in the passenger area, and an entrance and exit door with a locking device to prevent vehicle from moving while doors are open. The engine shall be equipped with a smog control device.

The Concessioner shall submit plans and drawings of the equipment for approval by the Secretary within thirty (30) days after date of execution of this contract. After approval of the plans and drawings, the Concessioner shall provide the Secretary with such assurances that the equipment will be provided as contemplated herein, as the Secretary, in his judgment may require, in the form of a bond in an amount not to exceed the cost of furnishing the necessary equipment, or such other document as may be satisfactory to the Secretary. Sufficient equipment shall be provided to operate three trips per hour within four (4) months from the execution date of this contract, and sufficient additional equipment to operate a total of twelve (12) trips per hour shall be provided within one year from such execution date.

In the event the Concessioner fails to provide the said equipment within the time allotted therefor, then this contract shall be for and during a term of one year from the date of execution, except as it may be terminated as herein provided. The time for furnishing the equipment will be extended by the Secretary if the Concessioner is subject to such circumstances or hazards beyond its control which renders meeting the schedule provided herein impossible, unrealistic, or inconsistent with reasonable protection to the Concessioner of its investment, with appropriate extension of the lesser term of this contract, if necessary, as may appear reasonable in the circumstances, and if the said equipment is furnished within such additional period of time as may be granted hereunder, then this contract shall be effective for the full term through December 31, 1977, hereinbefore granted, except as it may be terminated as herein provided.

SEC. 2. Services Authorized. (a) The Secretary authorizes the Concessioner, during the term of this con-

tract, to establish, maintain, and operate a Visitor Interpretive Shuttle Service for the public within the Mall area of the city of Washington, National Capital Region, National Park Service, which service may include visitor interpretive service originating and terminating at the same point, with no passengers embarking or debarking en route, and such other types of service as may be approved by the Secretary, along such routes as may be approved by the Secretary, on a year-round basis (except Christmas Day), under applicable laws, rules, and regulations of the Federal Government, and to use in connection therewith such Government-owned lands and improvements as may be designated by the Secretary. An unreasonable diminution by the Secretary of the services to be performed hereunder shall be deemed to be inconsistent with the Concessioner's reasonable opportunity to make a fair profit.

(b) It is understood and agreed that no other services or facilities are contemplated or authorized hereunder, except that the Concessioner may use temporary equipment approved by the Secretary in initiating service hereunder, pending delivery of the permanent equipment as described in Section 1 hereof, and that the Concessioner will:

(1) Man each vehicle with a driver and an interpreter, the duty of the latter being to provide interpretive information and services to visitors.

(2) Station an interpreter at such stops as may be required by the Secretary to provide information to visitors.

(3) Make such arrangements as may be necessary for administrative offices, equipment storage, shop facilities, and related purposes, provided, however, that the Secretary may permit the Concessioner to use such Government-owned lands and facilities as may be avail-

able for these purposes on a temporary basis for which a charge shall be made, pending the Concessioner completing arrangements for the use of other facilities for such purposes.

(4) Maintain standby equipment as may be necessary to maintain the approved schedule of trips in the event of breakdown of the regular equipment.

(5) Maintain emergency facilities and equipment as may be necessary to remove disabled equipment expeditiously from vehicular traffic routes.

SEC. 3. *Equipment, Personnel, and Rates.* (a) The Concessioner shall provide, maintain, and operate the said equipment, facilities, and services to such extent and in such manner as the Secretary may deem satisfactory, and shall provide the personnel, equipment, goods, and commodities necessary therefor, provided that the Concessioner shall not be required to make investments inconsistent with an opportunity to make a fair profit on the total of its operations hereunder.

(b)(1) All rates and prices charged to the public by the Concessioner for services furnished hereunder shall be subject to regulation and approval by the Secretary, not inconsistent with an opportunity for the Concessioner to make a fair profit from the total of its operations hereunder. In determining fair profit for this purpose, consideration shall be given to the rate of return required to encourage the investment of private capital and to justify the risk assumed or the hazard attaching to the enterprise; the cost and current sound value of capital assets used in the operation; the rate of profit on investment and percentage of profit in gross revenue considered normal in the type of business involved; the financial history and the future prospects of the enterprise; the efficiency of management; and other significant factors.

(2) Reasonableness of rates and prices will be judged primarily by comparison with those currently charged for comparable services furnished outside of the areas administered by the National Park Service under similar conditions, with due allowance for length of season, provision for peak loads, accessibility, availability and cost of labor and materials, type of patronage, and other conditions customarily considered in determining charges, but due regard may also be given to such other factors as the Secretary may deem significant.

SEC. 4. *Land and Improvements.* (a) The Secretary will assign for use by the Concessioner during the term of this contract, such pieces and parcels of land and government improvements as may be, in his judgment, necessary and appropriate for the operations authorized hereunder.

(b) The Secretary shall have the right at any time to enter upon any lands and improvements assigned hereunder for any purpose he may deem reasonably necessary for the administration of the area and the government services therein, but not so as to destroy or unreasonably interfere with the Concessioner's use of such lands or the improvements thereon.

(c) "Government improvements" as used herein, means the buildings, structures, fixtures, equipment, and other improvements upon the lands assigned hereunder, constructed or acquired by the government and provided by the government for the purposes of this contract.

(d) The Secretary hereby grants to the concessioner the right to occupy and use such government improvements during the term and subject to the conditions of this contract.

(e) The Concessioner shall provide all necessary maintenance and routine repairs of such government

improvements, provided that, if a government improvement is damaged by casualty or requires major repair or rebuilding, then the Concessioner shall not be obligated to repair or rebuild such improvement.

SEC. 5. Utilities. The Concessioner shall secure any utilities at its own expense which may be required for its operations hereunder from local available sources.

SEC. 6. Operational Terms and Conditions. The Concessioner shall conduct the operations authorized pursuant to this contract in accordance with the following terms and conditions:

(a) *Equipment.* (1) All equipment used by the Concessioner to provide the Visitor Interpretive Shuttle Service shall be satisfactory to the Secretary. Except as it may be determined by the Secretary, upon the request of the Concessioner, that a smaller unit will be suitable as additional equipment hereunder, the system shall consist of a trackless train type as specified in subsection 1(b) hereof. Any door in the equipment shall be provided with a locking device to prevent moving while doors are open. All vehicles shall meet Interstate Commerce Commission and District of Columbia safety requirements. It is understood and agreed, however, that substitute equipment, approved by the Secretary, may be used temporarily in initiating the service to be provided thereunder, and that in emergencies, the Concessioner may substitute temporarily for its regular vehicles, other equipment approved by the Secretary, provided, that such emergency periods shall be limited to ten (10) days unless further extended, in writing, by the Secretary. All equipment shall have the minimum power capacity of speeds up to 30 miles per hour fully loaded, and have the capability of starting with a full load on a ten per cent (10%) upward gradient and maintain a constant climb at a minimum of five (5) miles per hour.

(2) Sufficient equipment shall be furnished to operate three trips per hour within four months after the effective date of this contract, and sufficient additional equipment to operate a minimum of twelve (12) trips per hour, within one year from such date. Such additional equipment as may be necessary to meet the increasing needs of visitors, as determined by the Secretary, shall be furnished.

(3) All equipment used in providing the Visitor Interpretive Shuttle Service shall be maintained in such a manner as to provide full operating efficiency at all times and in a safe, clean, sanitary, and orderly condition, and periodic inspections of the equipment, particularly during periods of heavy use, may be made by the Secretary to assure the equipment is so maintained.

(b) *Schedule of Trips.* Because the Secretary has a continuing responsibility in regard to the Mall area, and pedestrian and vehicular traffic thereon, the hours of operation and number of trips per hour shall be subject to regulation and approval of the Secretary. The Visitor Interpretive Shuttle Service is to be available every day of the year with the exception of Christmas Day. The service is to be available between the hours of 9:00 a.m., and 10:00 p.m., from April 15 through Labor Day of each year, and between the hours of 9:30 a.m., and 5:00 p.m., the remainder of the year.

(c) *Interpretation.* Since the interpretive function is a prime consideration hereunder, it must at all times be of the highest quality and it shall be provided by qualified individuals, one of whom shall accompany each trip. In addition an interpreter shall be stationed at each stop as designated by the Secretary. The information on which the narration is based shall be furnished by the National Park Service, and the script shall be approved by the Secretary in advance.

SEC. 7. *Accounting Records and Reports.* (a) The Concessioner shall maintain such accounting records as may be prescribed by the Secretary. It shall submit annually as soon as possible, but not later than sixty (60) days after the 31st day of December, a report for the preceding year giving such information about its business and operations under this contract as may be prescribed by the Secretary, and such other reports and data as may be required by the Secretary. The Secretary shall have the right to verify all such reports from the books, correspondence, memoranda, and other records of the Concessioner and subconcessioner, if any, and of the records pertaining thereto of a proprietary or affiliated company, if any, during the period of the contract, and for such time thereafter as may be necessary to accomplish such verification.

(b) The Comptroller General of the United States or any of his duly authorized representatives shall, until the expiration of five (5) calendar years after the close of the business year of the Concessioner and any subconcessioner have access to and the right to examine any of their pertinent books, documents, papers, and records related to this concession contract.

SEC. 8. *Opening Balance Sheet.* Within ninety (90) days of the execution of this contract, the Concessioner shall submit for the approval of the Secretary a balance sheet showing assets and liabilities pertaining to the operations hereunder as of the beginning of such operations. That balance sheet shall be accompanied by a schedule describing the items sufficiently in detail to establish clearly their identity and respective values. The Secretary shall notify the Concessioner in writing of his approval or disapproval of the balance sheet within six (6) months after its receipt. If the balance sheet, as submitted, is disapproved, the Secretary shall set out in the notification of disapproval his findings

upon which the disapproval is based. Within thirty (30) days, the Concessioner shall submit a revised opening balance sheet in accordance with the findings of the Secretary. If no notice is given within the six (6) months period, the balance sheet, as submitted, shall be considered as having received the approval of the Secretary.

SEC. 9. Franchise Fee. (a) The Concessioner shall pay to the Secretary within sixty (60) days after the 31st day of December of each year during the term of this contract a franchise fee for the privileges authorized herein, as follows:

(1) An annual fee for the use of any government-owned structures assigned to the Concessioner for the purposes of this contract, based on the value of the government-owned structure or structures provided, pursuant to the schedule, identified as "Exhibit A" attached to and made a part of this contract.

(2) In addition to the foregoing, a further sum equal to three per cent (3%) of the Concessioner's gross receipts, as herein defined, for the preceding year.

(b)(1) The term "gross receipts", as used herein, shall be construed to mean the total amount received or realized by, or accruing to, the Concessioner from the interpretive shuttle service, including gross receipts of subconcessioners as hereinafter defined and commissions earned on contracts or agreements with other persons or companies operating in the area, and excluding gross receipts from cash discounts on purchases, cash discounts on sales, returned sales and allowances, interest on money loaned or in bank accounts, income from investments, income from activities outside of the area, sales of property other than that purchased in the regular course of business for the purpose of resale, and sales and excise taxes that are

added as separate charges to approved sales prices, provided that the amount excluded shall not exceed the amount actually due or paid governmental agencies.

(2) The term "gross receipts of subconcessioners" as used in subsection (b)(1) or this section shall be construed to mean the total amount received or realized by, or accruing to, subconcessioners from all sources, as a result of the exercise of the privileges conferred by subconcession contracts hereunder without allowances, exclusions, or deductions of any kind or nature whatsoever and the subconcessioners shall report the full amount of all such receipts to the Concessioner within 45 days after the 31st day of December of each year. The subconcessioners shall maintain an accurate and complete record of all items listed in subsection (b)(1) of this section as exclusions from the Concessioner's gross receipts and shall report the same to the Concessioner with the gross receipts. The Concessioner shall be entitled to exclude items listed pursuant to the preceding sentence in computing the franchise fee payable to the Secretary as provided for in subsection (1) of this section.

(c) In case of dispute as to the computation of franchise fees to be paid under this contract the determination of the Secretary, consistent with the provisions of this section, shall be final.

(d) Within sixty (60) days after the end of the 3rd, 5th, and 7th years of this contract, at the instance of either party hereto, the amount and character of the franchise fee provided for in subsection (a) of this section may be reconsidered and such franchise fee provisions inserted in lieu thereof as may be agreed upon between the parties hereto in a written supplemental agreement.

SEC. 10. Bond and Lien. The Secretary may, in his discretion require the Concessioner to furnish a bond in such form and in such amount as the Secretary may

deem adequate, not in excess of ten thousand dollars (\$10,000). As additional security for the faithful performance by the Concessioner of all of its obligations under this contract, and the payment to the government of all damages or claims that may result from the Concessioner's failure to observe such obligations, the government shall have at all times the first lien on all assets of the Concessioner within the area. In the event the title to the equipment to be furnished by the concessioner hereunder is vested in the concessioner's parent or affiliated corporation, any such arrangement shall be subject to the prior approval of the secretary. The owner of such equipment shall be required to agree that the equipment will be subject to all rights of the Secretary under this contract as if the equipment were owned by the concessioner, and will execute such further instruments or assurances as may, in the judgment of the Secretary, be necessary in order to effectuate the foregoing. No such arrangement shall be approved by the Secretary unless complete title, without any outstanding security interests therein, is vested in such parent or affiliated corporation.

SEC. 11. *Termination of Contract by Secretary.* In case of any substantial default or continued unsatisfactory performance by the Concessioner under this contract, the Secretary may terminate this contract by the following procedure:

(a) The Secretary shall give to the Concessioner written notice specifying the particulars of the alleged default of unsatisfactory performance.

(b) Not less than thirty (30) days after receipt by the Concessioner of such notice, the Secretary shall grant to the Concessioner an opportunity to be heard upon the charges.

(c) Following such opportunity to be heard, the Secretary shall have power to determine whether there has been such a default or unsatisfactory performance.

(d) If the Secretary shall decide that there has been such a default or unsatisfactory performance, he shall give to the Concessioner written notice of such decision specifying the particulars thereof.

(e) If the Concessioner fails or refuses to remedy such default or unsatisfactory performance within such reasonable period of time as may be fixed by the Secretary, then the Secretary may declare this contract terminated upon such date or upon such contingency as he may deem proper to protect the public interest.

SEC. 12. Compensation for Concessioner's Personal Property. (a) If for any reason other than for unsatisfactory condition of equipment, or expiration of the term upon December 31, 1977, or such later date as it may expire, the Concessioner shall cease to be authorized to conduct interpretive shuttle service authorized hereunder, or any of them, and thereafter such operations are to be conducted by a successor, whether a private person or any agency of the government, (1) the Concessioner will sell and transfer to the successor designated by the Secretary all property of the Concessioner used or held for use in connection with such operations; and (2) the Secretary will require such successor, as a condition to the granting of a permit or contract to operate, to purchase from the Concessioner such property, and to pay the Concessioner the fair value thereof. The fair value of merchandise and supplies shall be cost. The fair value of equipment shall be cost, including transportation charges, less straight line depreciation.

(b) To avoid interruption of service to the public upon the termination of this contract for any reason, the Concessioner, upon request of the Secretary, will (1) continue to conduct the operations authorized hereunder for a reasonable time to allow the Secretary to

select a successor, or (2) consent to the use for a period not to exceed six (6) months, by a temporary operator designated by the Secretary of the Concessioner's personal property, not including current or intangible assets, used in the operations authorized hereunder upon fair terms and conditions, provided that the Concessioner shall not be obligated to accept an annual fee for the use of such property of less than the sum of the annual depreciation on such property, plus three per cent (3%) return on the book value of such property.

SEC. 13. *Assignment or Mortgage.* No transfer or assignment by the Concessioner of this contract or of any part thereof or interest therein, directly or indirectly voluntary or involuntary, shall be made unless such transfer or assignment is first approved in writing by the Secretary.

SEC. 14. *Approval of Subconcession Contracts.* All contracts and agreement proposed to be entered into by the Concessioner with respect to the exercise by other of the privileges granted by this contract shall be submitted to the Secretary for his approval prior to the effective date. In the event any such contract or agreement is approved the Concessioner shall pay to the Secretary within sixty (60) days after the 31st day of December of each year a sum equal to fifty per cent (50%) of any and all fees, commissions, or compensation payable to the Concessioner thereunder, which shall be in addition to the franchise fee payable to the Secretary on the gross receipts of subconcessioners as provided for in Section 9 of this contract.

SEC. 15. *Preferential Right.* (a) The Concessioner is granted a preferential right, not an exclusive or monopolistic right, to provide interpretive services in the Mall area of the character authorized hereunder. The Secretary will request the Concessioner to provide any

additional services, of the same character to other centers of interest in the Federal establishment as the Secretary may consider necessary or desirable. If the Concessioner doubts the necessity, desirability, timeliness, reasonableness, or practicability of such new or additional services, the Concessioner shall be allowed sixty (60) days in which to prepare and present its case, but, after consideration of the Concessioner's presentation and such hearings or testimony as the Secretary may consider appropriate, the decision of the Secretary in the premises shall be final. If, after such decision, the Concessioner declines or fails within a reasonable time to comply with the request or demand of the Secretary, then the Secretary may, in his discretion, authorize others to provide such services, but only upon terms and conditions substantially equivalent to those offered or allowed to the Concessioner.

(b) Nothing contained in this section or elsewhere in this contract shall be construed as prohibiting or curtailing operations conducted in the area by others now authorized or permitted by the Secretary to provide service therein for the public. This subsection shall include also the successors or assigns of such concessioners, when approved by the Secretary.

SEC. 16. Insurance. The Concessioner shall carry such insurance against losses by fire, public liability, employee liability, and other hazards as is customary among prudent operators of similar businesses under comparable circumstances. The United States shall be named as co-insured in all liability policies carried hereunder.

SEC. 17. Concessioner's Employees. (a) The Concessioner shall require its employees who come in direct contact with the public to wear a uniform, the type and design of which shall be approved by the Secretary, by which they may be known and distinguished as the employees of said Concessioner.

(b) Personnel selected for operating the equipment must have the capability of performing such duties in a safe and businesslike manner, and must be courteous, attentive, of high character, and well groomed at all times.

(c) Personnel selected to perform interpretive service shall be of the highest quality available to the Concessioner consistent with sound business practices of enterprises of the type authorized hereunder with qualifications satisfactory to the Secretary. They shall be trained in performing the service and thoroughly indoctrinated in the history in order that they may properly interpret the sites and answer questions before being assigned to serve the public. They shall conduct themselves in a creditable manner, and be courteous, patient, mannerly, and well groomed at all times. Their on-the-job performance shall be subject to periodic review by the Secretary.

SEC. 18. *Procurement of Goods, Equipment, and Services.* In computing net profits for any purpose of this contract, the Concessioner agrees that its accounts will be kept in such a manner that there will be no diversion or concealment of profits in the operations authorized hereunder by means of arrangements for the procurement of equipment, merchandise, supplies, or services from sources controlled by or under common ownership with the Concessioner or by any other device.

SEC. 19. *Nondiscrimination.* (a) **EMPLOYMENT:** During the performance of this contract, the Concessioner agrees as follows:

(1) The Concessioner will not discriminate against any employee or applicant for employment because of race, creed, color, ancestry, or national origin. The Concessioner will take affirmative action to ensure that

applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, ancestry, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Concessioner agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Secretary setting forth the provisions of this nondiscrimination clause.

(2) The Concessioner will, in all solicitations or advertisements for employees placed by or on behalf of the Concessioner state that all qualified applicants will receive consideration for employment without regard to race, creed, color, ancestry, or national origin.

(3) The Concessioner will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the Secretary, advising the labor union or workers' representative of the Concessioner's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The Concessioner will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The Concessioner will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to its books, records, and ac-

counts by the Secretary of the Interior and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the Concessioner's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be cancelled, terminated, or suspended in whole or in part and the Concessioner may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 25, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The Concessioner will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Concessioner will take such action with respect to any subcontract or purchase order as the Secretary may direct as a means of enforcing such provisions, including sanctions for noncompliance. Provided, however, That in the event the Concessioner becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Secretary, the Concessioner may request the United States to enter into such litigation to protect the interests of the United States.

(b) CONSTRUCTION, REPAIR, AND SIMILAR CONTRACTS: The preceding provisions (a)(1) through (7) governing performance of work under this

contract, as set out in Section 202 of Executive Order No. 11246, dated September 24, 1965, shall be applicable to this contract, and shall be included in all contracts executed by the Concessioner for the performance of construction, repair, and similar work contemplated by this contract, and for that purpose the term "contract" shall be deemed to refer to this instrument and to contracts awarded by the Concessioner and the term "Concessioner" shall be deemed to refer to the Concessioner and to contractors awarded contracts by the Concessioner.

(c) **FACILITIES:** (1) **Definitions:** As used in subsection 19(c) herein: (i) Concessioner shall mean the Concessioner and its employees, agents, lessees, sublessees, and contractors, and the successors in interest of the Concessioner; (ii) facility shall mean any and all services, facilities, privileges, and accommodations, or activities available to the general public and permitted by this agreement.

(2) The Concessioner is prohibited from: (i) publicizing facilities operated hereunder in any manner that would directly or inferentially reflect upon or question the acceptability of any person because of race, creed, color, ancestry, or national origin; (ii) discriminating by segregation or other means against any person because of race, creed, color, ancestry, or national origin in furnishing or refusing to furnish such person the use of any such facility.

(3) The Concessioner shall post a notice in accordance with Federal regulations to inform the public of the provisions of this subsection, at such locations as will ensure that the notice and its contents will be conspicuous to any person seeking accommodations, facilities, services, or privileges. Such notice will be furnished the Concessioner by the Secretary.

(4) The Concessioner shall require provisions identical to those stated in subsection 19(c) herein to be incorporated in all of its contracts or other forms of agreement for use of land made in pursuance of this agreement.

SEC. 20. General Provisions. (a) Operations under this contract shall be subject to all applicable laws of Congress and the rules and regulations promulgated thereunder, whether now in force or hereafter enacted or promulgated.

(b) Reference in this contract to the "Secretary" shall mean the Secretary of the Interior, and the term shall include his duly authorized representatives.

(c) No member of, or delegate to, Congress or Resident Commissioner shall be admitted to any share or part of this contract or to any benefit that may arise herefrom but this restriction shall not be construed to extend to this contract if made with a corporation or company for its general benefit.

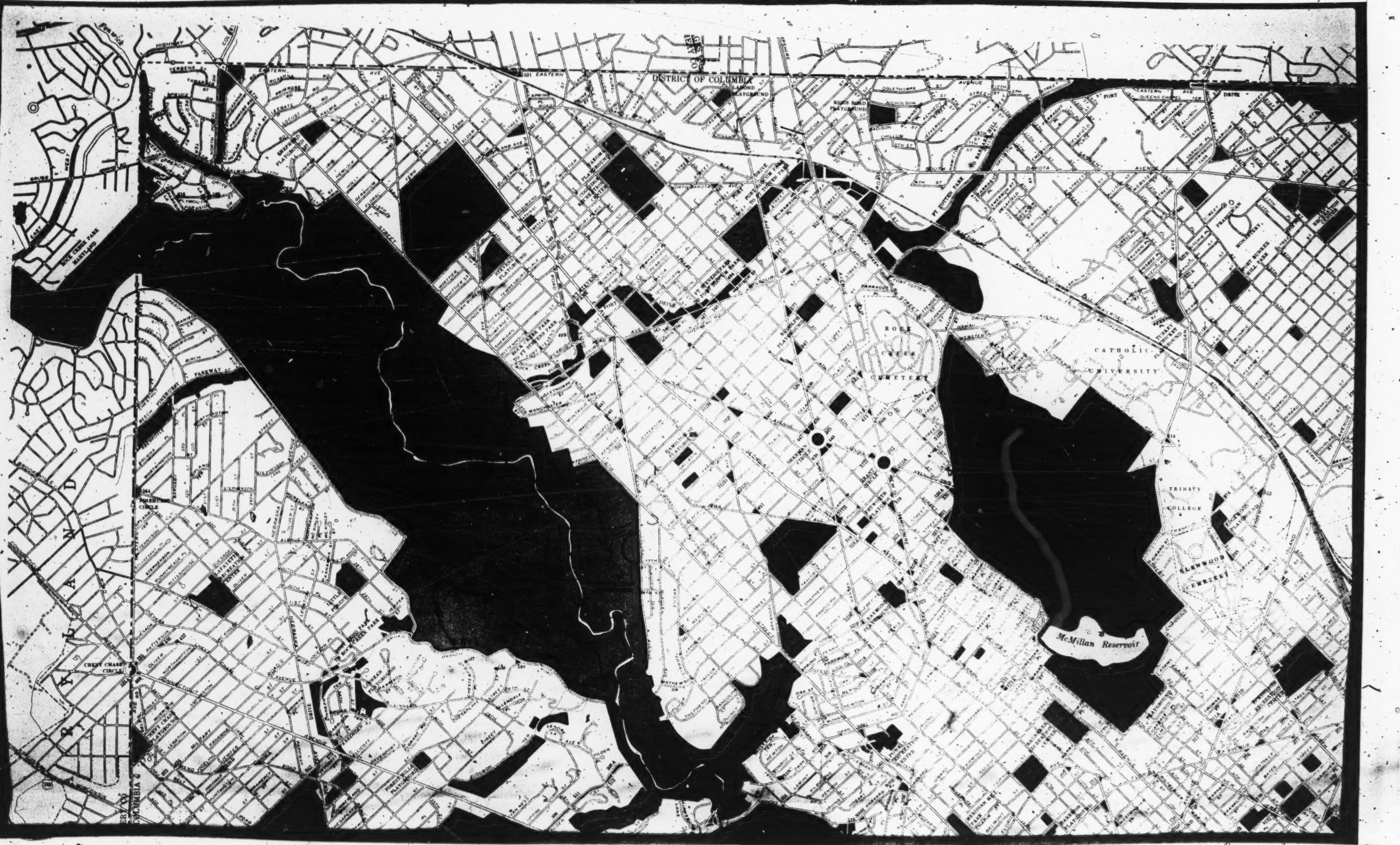
IN WITNESS WHEREOF, the parties hereto have hereunder subscribed their names and affixed their seals.

Dated at the city of Washington, D. C., this 29th day of May, 1967.

UNITED STATES OF AMERICA
By Harthon L. Bill
Acting Director, National Park
Service

UNIVERSAL INTERPRETIVE
SHUTTLE CORPORATION

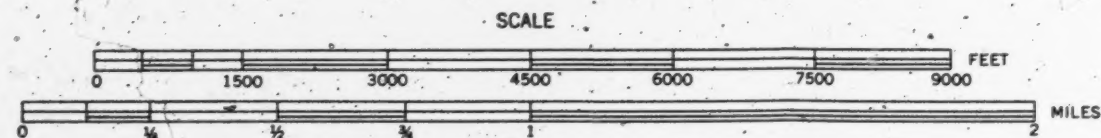
By Jay S. Stein
Vice President
Date 3/24/67





MAP A PARK SYSTEM OF THE NATIONAL CAPITAL AND ENVIRONS

UNDER JURISDICTION OF
NATIONAL PARK SERVICE
REGION SIX
UNITED STATES
DEPARTMENT OF THE INTERIOR



JANUARY 1962

- National Capital Parks areas
- Other government land
- Buildings within the parks
- Buildings on other government land

MAP A
Areas in District of Columbia
Arlington County-City of Alexandria
MAP-B
Areas in Maryland and Virginia
not shown on Map A









C.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA
Civil Division

[Title omitted in printing]

**Affidavit of George B. Hartzog, Jr. in Opposition to
Motion for Preliminary Injunction**

George B. Hartzog, Jr., being duly sworn deposes and says:

I am the Director of the National Park Service of the Department of the Interior, an agency of the United States Government, having been duly appointed to this office on January 6, 1964.

Pursuant to the provisions of the act of July 1, 1898, as amended and supplemented (D.C. Code § 8-108), the Director of the National Park Service is vested with the exclusive charge and control of the park system of the District of Columbia, having in connection therewith the duty to make all necessary rules and regulations for such areas. The streets within and through such areas were thereafter included as being subject to these regulations. (D.C. Code § 8-144). These functions, along with others, were transferred to the Secretary of the Interior pursuant to 1959 Reorg. Plan No. 3, effective May 24, 1950 (15 FR 3174).

The Mall area of the City of Washington is under the administrative jurisdiction of the National Park Service. It constitutes the very center of visitation, the focus of attraction, of the steadily increasing number of visitors to our Nation's Capital. Past and projected visitation figures present a picture with an impact that cannot be ignored by those having a concern for the District of Columbia as the Capital city of the Nation. A survey made by the Stanford Research Institute estimated that 15½ million visitors to Washington in 1960 would grow to 24 million

by 1970, and 35 million by 1980. The National Park Service has a responsibility to the visitor and to all the people of the United States for the management of the area which constitutes the heartland of our National Capital, the central Mall area.

In connection with our responsibilities, a long-range master plan for the Mall has been developed, which has been approved in concept by the National Capital Planning Commission. Major features of the plan include removal of private vehicular traffic and parking in the Mall area, tunnelling of cross streets, and underground parking primarily intended to serve the visitor of one day or less. The purposes behind these plans are germane to the situation presented in this proceeding.

Visitors to Washington are generally unaware of the comparatively few available parking spaces in the Mall and environs, and of the congestion generated by the mixture of vehicular and pedestrian traffic in this relatively limited area. It is our intention, therefore, depending upon the length of the expected visit, to encourage the visitor to leave his car either at his lodging or at a parking lot and to utilize public transportation to the Mall. This will be essential if the increasing number of visitors are to appreciate and enjoy the attractions present in the area.

In the past, repeated complaints have been received in regard to parking on the Mall and the lack of opportunity to see the area. With two or three times the number of people expected in the years ahead, the situation will become intolerable if permitted to continue. Not only have parking and circulation facilities been taxed to the maximum, but more important, facilities for interpreting the area for the visitor are overburdened. The number of people available to answer questions, giving an explanation of the relationship of the Mall to the L'Enfant and McMillan plans, the history of the Smithsonian Institution, the White House, the Capitol, the memorial structures and

other information required to afford the visitor a meaningful experience, is insufficient to meet visitor needs.

Present interpretive facilities are limited. The success of historical walks, for example, demonstrates the desire of the visitor to the City of Washington to be more aware of what he is seeing and how the Capital developed. The repeated request for information on the history of the National Shrines, great American personages, the original plan of the city, and related subjects is ever increasing and requires more and more available expert personnel. Information booths were established in a partial attempt to meet such needs.

In connection with studies made for the Mall Master Plan I determined that new and increased interpretive services were an essential ingredient needed for proper management. Ideas were sought which might be utilized in solving one or more of the administrative problems presented, and when the interpretive tour was brought to my attention I decided that it provided an excellent method by which several problem situations could be alleviated, while at the same time providing a maximum beneficial result to visitors.

Consequently, in order to determine visitor reaction to the proposed interpretive tour, the National Park Service in 1966 instituted a six-week trial period operating open-air vehicles in the Mall area. The trial period indicated overwhelming approval for the interpretive concept and, as a result, and due to the pressing need for initiating our program while at the same time serving the present needs of visitors, it was determined that offers would immediately be sought to operate this interpretive service.

A prospectus was issued by the National Capital Region of the National Park Service, in response to which seven offers were received. After evaluation of the offers it was determined that the proposal submitted by Universal Inter-

pretive Shuttle Corporation provided the best methods of interpretation and operation. Pursuant to the authority available to the Secretary of the Interior (Act of August 25, 1916; 39 Stat. 535 as amended; 16 U.S.C., Section 3, and the act of Oct. 9, 1965; 79 Stat. 969; 16 U.S.C., Section 20) a contract was negotiated with Universal Interpretive Shuttle Corporation on March 24, 1967, to provide service on behalf of the National Park Service in the Mall area of the City of Washington. A copy of that contract is annexed hereto. Contracts of this nature are required to be forwarded to the Speaker of the House of Representatives and President of the Senate 60 days prior to the execution on behalf of the United States.

However, due to the need to institute the service at the earliest possible time, an interim contract was entered into on March 24, 1967 for a term not to extend beyond June 30, 1967. It is essential that preparations get underway for the service in order that the needs of visitors during peak visitation periods in the coming year can be met. Any interruption in this schedule will interfere with the plans which the National Park Service has made for the Mall during the remainder of this year, and for meeting our management problem of relieving congestion in that area. It is deemed essential that the service be instituted at the earliest possible time and that it be continued without interruption.

Duplication of supervision of such service will result in the loss of flexibility necessary for the National Park Service to adjust to conditions in the Mall which are subject to change from day to day as well as from month to month.

Proper park management requires this interpretive service, and this has been determined by us to be necessary in the discharge of our statutory duties. Management of the area also dictates that routes, hours of operation, number of vehicles in operation, stops, and rates to be charged

shall at all times be subject to revision at the direction of the National Park Service.

The objective of providing a quality service to fit the needs of the visitor and changing conditions, if decisions in regard to the service are to be subject to a virtual veto power exercised by Washington Metropolitan Area Transit Commission cannot be met.

GEORGE B. HARTZOG, JR.

Director, National Park Service

[Jurat omitted in printing]

D.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

-Civil Division

[Title omitted in printing]

**Affidavit of Robert M. Landau, U. S. Department of the
Interior on Behalf of United States and Defendant**

Robert M. Landau, being duly sworn deposes and says:

I am an attorney-advisor of the Division of Parks and Outdoor Recreation of the Office of the Solicitor, U. S. Department of the Interior.

There is attached hereto as Exhibit A a copy of "Map A" showing the Park System of the National Capital and environs under the jurisdiction of the National Park Service U. S. Department of the Interior.

At present there are no permits outstanding in regard to sightseeing services on the Mall. Tour and sightseeing buses are permitted on park roads in the area on an informal basis for discharge and pickup of passengers participating in a "packaged" tour sold outside of the Mall area. Commercial solicitation of any nature is prohibited

in the absence of a permit.. Bus parking areas designated in various places, and are available on a first-come, first-served basis.

The initiation of the interpretive tour will cause no radical departure from the foregoing and will cause no loss in revenue to the present operations of sightseeing companies visiting the area. In fact initiation of the service should increase the income of the companies.

Continuation of present practice with regard to buses is consistent with the terms of the contract since there will be no duplication of services rendered between Universal Interpretive Shuttle Corporation and the tour and sightseeing companies. Conditions of use of park areas by buses will remain the same after the interpretive service is commenced as before, until such time as long-range plans for the Mall are brought to fruition. The contract between UISC and the United States has reference to a particular type of interpretive service. This includes solicitation, and pickup and discharge of visitors within the Mall area.

Future plans for the Mall envision the substitution of walkways for all roads except for a paved ribbon for the interpretive service. This will of necessity eliminate all vehicular traffic and parking. However, such plans are conditioned in large measure upon new parking facilities for the area either in conjunction with a visitor center, or in and of themselves. In either situation, provision will necessarily be made for sightseeing and other buses.

One possible change in the future is the elimination of all parking on the sides of the Mall roads facing the buildings; to wit: the south side of Jefferson Drive, and the north side of Madison Drive. Four to five times more bus parking spaces will thereafter be provided in the Mall, as follows:

Present bus parking on that part of the road to be restricted totals approximately 15-16 spaces; 2 spaces on

Jefferson Drive west of 9th Street, approximately 5-6 spaces on Madison Drive east of 7th Street; 3 spaces east of 12th Street at the Natural History Museum, and 3-4 east of 14th Street at History and Technology.

If these spaces are eliminated, the south side of Adams Drive, between 9th and 14th Streets will be reserved for bus parking, with an estimated capacity of 60-70 buses. Signs have been ordered to accomplish these purposes, and if and when the changes are made, bus companies will be so notified.

There is attached hereto a copy of the prospectus issued by the National Park Service. In response to the prospectus seven offers were received, from: D. C. Transit System, Inc., Gray Line Tours, Washington Sightseeing Co., White House Tours, Inc., Universal Interpretive Shuttle Corporation, Zoo Tours, Inc. and Robert Nilon.

In connection with the offer of Universal Interpretive Shuttle Corporation the National Park Service satisfied itself as to the financial qualifications and the responsibility of Universal Interpretive Shuttle Corporation.

Constitution Avenue from the river to 15th Street is under the jurisdiction of the National Park Service pursuant to the Act of May 27, 1908, 37 Stat. 356; the Act of March 4, 1909, 34 Stat. 994; the Act of February 24, 1925, 33 Stat. 974, the Executive Order No. 6166 of June 10, 1933.

Pursuant to the contract the routing and scheduling to be followed, which will be solely within park areas; will be designated by the National Park Service. This could include a routing down Constitution Avenue from the Lincoln Memorial to 15th Street or along some other portion of the Mall in this area, such as South Reflecting Pool Drive. The routing and scheduling under the contract remains under the sole discretion of the National Park Service. For instance, when ceremonies attending the reception of

Chiefs of State are held on the Ellipse the proposed service must be varied for security reasons on short notice. All such events as the Cherry Blossom Festival, Fourth of July Celebration, Independence Day Celebration, President's Cup Regatta and other special events may also cause interruption or changes in routing and scheduling within the discretion of the National Park Service.

/s/ ROBERT M. LANDAU
Robert M. Landau

[Jurat omitted in printing]

Submitted by,

/s/ THOMAS L. McKEVITT
Thomas L. McKevitt
*Attorney for the Department
of Justice*

/s/ RALPH S. CUNNINGHAM, JR.
Ralph S. Cunningham, Jr.
Attorney for the Defendant

[Certificate of service omitted in printing]

IX

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

Civil Action No. 793-67

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION,
Plaintiff

and

D. C. TRANSIT SYSTEM, INC., WASHINGTON SIGHTSEEING
TOURS, INC., BLUE LINES, INC., WHITE HOUSE SIGHT-
SEEING CORP., *Plaintiff-Intervenors*

v.

UNIVERSAL INTERPRETIVE SHUTTLE CORPORATION
(a California corporation) *Defendant***Opinion and Order****1. The Proceedings**

This is an action for an injunction and for declaratory relief.

The action was instituted by the Washington Metropolitan Area Transit Commission (hereinafter WMATC) to enjoin the defendant Universal Interpretive Shuttle Corporation (hereinafter Universal) from operating a so-called "Visitor Interpretive Shuttle Service" in the Mall area of the City of Washington, D. C. in its capacity as a concessionaire of the National Park Service of the Department of the Interior.

The D. C. Transit, Inc. (hereinafter D. C. Transit), Washington Sightseeing Tours, Inc., Blue Lines, Inc. and White House Sightseeing Corp. have intervened as parties plaintiff.

The United States was granted leave to file a representation of interest to present evidence, file briefs, and otherwise take part in the proceedings.

The hearing on an application for a preliminary injunction was consolidated with a hearing on the merits pursuant to Rule 65(a)(2) of the Federal Rules of Civil Procedure. The consolidated hearing was conducted April 25 and 26, 1967.

2. *The Fact Situation*

The central Mall area of the City of Washington is included within the National Park System which is administered by the National Park Service of the Department of the Interior. The Mall is bounded on the north by the White House, on the east by the Grant Memorial, on the south by the Jefferson Memorial, and on the west by the Lincoln Memorial. Because it contains and is flanked by many points of historical, educational, aesthetic and patriotic importance it is a focal point of tourist interest in the Federal City.

It has been estimated that the number of visitors to the Mall area exceeded 12 million in 1965. The National Park Service expects the number to increase progressively in the coming years.

To increase the enjoyment and appreciation of the people visiting the Mall area, in the Fall of 1966 the Secretary of the Interior instituted, on an experimental basis, a so-called "interpretive shuttle service" to operate within the Mall area and to move visitors through the Mall to the various points of interest. The experiment was deemed a success, and accordingly the Secretary decided to institute the service on a more permanent basis. To that end he prepared a prospectus (Washington Sightseeing Ex. 1) and solicited proposals from various private interests thought to be capable of supplying the type of service contemplated. Among the private interests invited to submit proposals, and which did submit proposals, was the intervenor D. C. Transit, and the defendant Universal.

Universal won the award, and the Secretary, acting through his Director of National Parks, thereupon negotiated a contract with Universal (U.S. Ex. 4). The contract bears date of March 17, 1967. It covers service to begin in 1967 and extending through December 31, 1977. But since a contract of such duration—roughly 10 years—is subject to a 60-day Congressional waiting period, the Director of the National Park Service entered into an interim agreement which would not require a Congressional waiting period in order to initiate the service as soon as possible to meet the demands of the tourist season of Spring 1967. By the interim agreement it was stipulated that the shuttle service would commence on May 1, 1967.

Section 2 of the basic contract authorizes the concessionaire Universal

“[T]o establish, maintain and operate a Visitor Interpretive Shuttle Service for the public within the Mall area of the City of Washington, National Capital Region, National Park Service, which service may include visitor interpretive service originating and terminating at the same point, with no passengers embarking or debarking en route, and such other types of service as may be approved by the Secretary, on a year-round basis (except Christmas Day), under applicable laws, rules, and regulations of the Federal Government, and to use in connection therewith such Government-owned lands and improvements as may be designated by the Secretary.”

The Contract requires Universal to station guides, wearing uniforms prescribed by the National Park Service, at designated points of national interest. These stationary guides must be prepared to furnish information about the City and its facilities to any person regardless of whether they have paid for the visitors interpretive shuttle service.

The concessionaire is also required to operate trackless trains ("trams") bearing the National Park Service identification along a route lying wholly within the boundaries of the Mall area of National Capital Region, National Park Service, approximating 6.5 miles in total length.¹ Each tram is to be manned by a driver and tour guide wearing the uniforms prescribed by the National Park Service. As the tram proceeds along the prescribed route the guides are to give a narration to the visitors, the contents of which must be approved in advance by the Director of the National Parks. Each tram is required to stop at 11 designated points of interest.

Two basic types of interpretive tour service are contemplated by the Contract: (1) a "round trip" interpretive

¹ The exact route to be followed by the Interpretive Shuttle Service is within the control of the Secretary. But as required by Section 2a of the Contract it will be "within the Mall area of the City of Washington." On the basis of the experiment conducted in 1966 it is generally assumed that the starting and ending point of the shuttle service will be in the Monument grounds, and that it will proceed as follows: East out of the Monument grounds through the Mall via Jefferson and Adams Drives to 2nd Street; briefly north on 2nd Street to connect with Washington Drive; west through the Mall by Washington and Madison Drives to the Monument grounds; south through Park land, on the west side of the Bureau of Engraving and Printing; then continuing to and encircling the Jefferson Memorial; thereafter by way of Ohio Drive and 23rd Street to Lincoln Memorial; passing between the Reflecting Pool and the Memorial; then via Beacon Drive to Constitution Avenue and east to the Ellipse; circling the Ellipse and returning through the Monument grounds to the starting point. This route according to the official map which was introduced as U. S. Exhibit No. 6 will require the vehicles to cross 14th, 7th, and 4th Streets and proceed briefly on 2nd Street. Otherwise the tour will be entirely within the Park grounds. It should be noted, however, that Title 8, Section 144 of the D. C. Code specifically authorizes the passage by Park authorities over the D. C. public streets for purposes of going from one section of Park land to another.

tour originating and terminating at the same point, and (2) a service whereby passengers can commence the narrated tour, proceed to a given point of interest, debark, remain at that point of interest and later join another tram at that point and continue the narrated tour. The interpretive function is by the terms of the contract "a prime consideration" (Sec. 6(c)). Every phase of the activities of Universal is to be under close and continuous regulation by the National Park Service, including the type and number of mobile units to be utilized, rates, routes, hours of service, days of service, schedule of trips, and content of narration.

The Secretary prescribes the manner in which the accounting records of Universal shall be maintained. Both the Secretary and the Comptroller General of the United States have access to and the right to examine any of the pertinent books, documents and records of Universal. Universal will be required to carry insurance in amounts approved by the Secretary against losses by fire, public liability, employee liability and other hazards. The United States of America must be named as co-insured in all liability policies. Performance bonds may be required by the Secretary in his discretion. The United States will have a first lien on all assets of Universal utilized in the visitors interpretive shuttle service.

Shortly after the execution of the interim agreement contemplating the initiation of service on May 1, 1967, the plaintiff WMATC notified Universal that the proposed service would be subject to the jurisdiction of WMATC and that a certificate of necessity and convenience would have to be awarded by WMATC before Universal could operate.

Universal replied in part as follows:

"Prior to entering into the contract of March 24, 1967, we were advised that in the opinion of the Department

of the Interior the Interpretive tour service required by the contract would be subject only to the requirements imposed by the United States of America, acting in this behalf by the Secretary of the Interior through the Director of the National Park Service. Therefore, Universal Interpretive Shuttle Corporation respectfully declines to apply for a certificate of convenience and necessity from the Washington Metropolitan Area Transit Commission at this time."

This action followed.

3. The Respective Claims

The claims of the respective parties are briefly these:

WMATC asserts that under the terms of the Compact by which it was created, no one not specifically excepted by the terms of the Compact may engage in the transport of passengers for hire within the Metropolitan area of Washington without first obtaining a certificate of necessity and convenience from WMATC; that the National Park areas of the District of Columbia are within the geographical area, controlled transportation-wise by WMATC; that the intended operations of the defendant as a concessionaire of the National Park Service are not exempted by terms of the Compact; and that the defendant accordingly must seek a certificate of convenience and necessity from WMATC.

D. C. Transit adopts the WMATC argument, and additionally asserts that the proposed service by Universal will constitute transportation of persons for hire on a scheduled service over a fixed route which will traverse portions of D. C. Transit's regular routes and substantially duplicate its regular services; that such duplication of service will deprive D. C. Transit of substantial revenues; that such services will be derogatory of the protection afforded by the franchise granted to D. C. Transit by Congress (70

Stat. 598, 1956). They also assert that they run charter and sightseeing services which will be substantially affected by the projected operation.

The other intervenors do not operate regularly scheduled services. They operate under certificates of convenience and necessity from WMATC for irregular service such as charter and sightseeing. Under these certificates they run sightseeing trips to and through the Mall and to the various points of interest. They too adopt the position of WMATC and assert possible loss of revenue as a result of the operation of the prospective services.

The defendant Universal and the United States take the position that the Mall is a National Park area under the exclusive jurisdiction of the Department of Interior; that the Compact did not effect a cession of jurisdiction within that area to WMATC; that the contemplated service is not embraced within the terms of the Compact; and that in any event the services proposed to be rendered will constitute a governmental operation, which is exempt from the coverage of the Compact by express exception.

4. Discussion

There has never been any question, and it is not disputed in this case, but that the Secretary of Interior by authority of Congress has been vested with exclusive jurisdiction over the maintenance and operation of all national parks and monuments (16 U.S.C. 1).

This exclusivity of jurisdiction has been specifically extended to any national park area within the District of Columbia by D.C. Code 8-108 et seq.

Further, in the maintenance and operations of the Park System the Secretary of Interior has been accorded the power to contract for services and accommodations in the Park areas and to set the rates therefor (16 U.S.C. 17(b)). And, in that connection, the Secretary has been directed

to encourage private concessionaires to provide the services and facilities when practicable (16 U.S.C. 20(a)).

WMATC would challenge this exclusive jurisdiction urging in substance that when the three political bodies—the States of Virginia and Maryland and the District of Columbia—entered into a Compact creating WMATC, and when Congress consented to that Compact and suspended the application of certain U. S. Laws which theretofore had been applicable to the transit situation, exclusive jurisdiction was vested in WMATC over any and all “transportation for hire” in the Metropolitan area, even interpretive shuttle services in the park areas, in derogation of the jurisdiction of the Secretary of Interior.

Analysis of the consent legislation and of the Compact and underlying purposes of the Compact will not support this position.

The provisions of the Compact which are relevant to the issues in this case are these:

“Title II

Article XII

“1. (a) This Act shall apply to the transportation for hire by any carrier of persons between any points in the Metropolitan District and to the persons engaged in rendering or performing such transportation service, except—

.

“(2) Transportation by the Federal government, the signatories hereto, or any political subdivision thereof;

.

“2. As used in this Act—

(a) The term ‘carrier’ means any person who engages in the transportation of passengers for hire by motor

vehicle, street railroad, or other form or means of conveyance.

“4. (a) No person shall engage in transportation subject to this Act unless there is in force a certificate of public convenience and necessity issued by the Commission authorizing such person to engage in such transportation;”

A copy of the pertinent provisions of the consent legislation (P.L. 86-794, Sept. 15, 1960) is attached hereto as Appendix A.

It will be noted that in the preamble to the consent legislation there are not less than four references to “mass transit” within the Metropolitan area of Washington. It will be further noted that in the enacting language of Section 3 by which Congress suspended the applicability of certain laws of the United States, it suspended only those laws which were inconsistent with and in duplication of the provisions of the Compact. And still further it will be noted that the suspension applied to only such laws as related to or affected transportation *under the Compact*. It then went on to provide that

“[N]othing in this Act or in the Compact shall affect the normal and ordinary police powers of the signatories and of the political subdivisions thereof and of the Director of the National Park Service with respect to the regulation of vehicles, control of traffic and use of streets, highways, and other vehicular facilities.”

All of the foregoing statutory material must be viewed and construed in the light of the circumstances under which the Compact was brought into play. The following excerpt from House Report No. 1621, accompanying House Joint Resolution 402 succinctly states the situation which existed

and which was projected to exist justifying the need for the Compact (pp. 5-6).

"According to testimony adduced at the hearings the Washington Metropolitan area has experienced a rapid rate of growth in the post-war years (hearings cited supra, pt. 1, pp. 47-48). Except for relatively moderate growth in the District of Columbia, this growth has occurred in the Virginia and Maryland counties. This population growth has been accompanied by a physical expansion of the urbanized area. The increase in the number of automobiles has been even at a greater rate. It is estimated that the number of automobiles in the metropolitan area doubled in the 7-year period between 1948 and 1955 (transportation plan, National Capital Region (1959) p. 24). The growth in population, automobiles, and physical area is continuing.

"These changes have been accompanied by an increasing dependence on the private automobile and a decreasing patronage of public transit (transportation plan, cited supra pp. 12, 24). As a result, traffic has become a major problem of overgrowing proportions. At the present time, the population of the area stands at slightly more than 2 million, whereas it was approximately 1,850,000 in 1955 (transportation plan, supra pp. 2, 16). It is estimated that the population will increase to 2,400,000 by 1965, and 3 million by 1980 (transportation plan, supra p. 16). This projected growth, superimposed upon the present congestion of traffic, clearly demonstrates the need for remedial action.

"After 4 years of study and work, the National Capital Planning Commission and the National Capital Regional Planning Council, on July 1, 1959, issued its transportation plan for the National Capital region.

This plan contemplates a balanced system of transportation providing for private automobile traffic and a system of mass transit consisting of a combination of rail and express bus service.

"The transportation plan proposes that the development of the transportation system take place in three stages. As the first step, the plan recommends that immediate action be taken to improve the present public transit service by centralizing regulation of existing privately owned transit on a regional basis to overcome the barriers imposed by jurisdictional boundary lines. This is the function of the instant compact.

"The transportation plan points out that there is no existing machinery of Government capable of handling on a regional basis the problems presented in each of the three stages of development and that adequate governmental machinery must be brought into being. The transportation plan recommends the Washington metropolitan area transit regulation compact as a suitable means of handling the first stage problem of improving the present public transit service.

"Thus, the function of the instant compact is to improve transit service offered by the existing privately owned transit companies through coordinated regulation and improvement of traffic conditions on a regional basis. The transportation plan does not require the elimination of privately owned and operated carriers, but anticipates their continued existence with the possibility that such carriers may enter into agreements with the subsequent proprietary agencies to operate the publicly owned facilities. Thus, the regulatory functions to be performed by the subject compact are not only required presently, but will be required

as long as private transit continues to operate in the metropolitan area."

It is obvious from the foregoing material that when the Compact was brought into being it was designed primarily to regulate "mass transit" of commuter traffic between the highly urbanized neighboring areas in Maryland and Virginia and the Federal City over the customary public routes generally followed by scheduled bus lines. There is nothing in the Compact or the history of the Compact which would hint that it was intended to limit the exclusive jurisdiction of the Secretary of the Interior to maintain and operate the Park enclave, and, if he so desired, to run a tram within the Park enclave for the edification of visitors. The plaintiff and the plaintiff-intervenors carefully emphasize the words "transportation for hire" and "Metropolitan area." They carefully gloss over the references to "mass transit" and the limiting language of the Compact itself confining its impact to transportation "within the meaning of the Compact." It is the opinion of this Court that the transportation to be provided by the Secretary incidental to his educational campaign and to be operated within an enclave over which the Secretary has exclusive jurisdiction is clearly not transportation *under the Compact*.

This opinion is bolstered by the fact that the Court can find no inconsistency with or duplication of the statutes conferring exclusive jurisdiction over the Parks to the Secretary, and the Compact regulating mass transit thus requiring a suspension of the statutes under which the Secretary operates. It is interesting to note, and it should be emphasized, that the Report of the previously cited Hearings on the Compact contains a specific list of the laws which the Congress thought would be suspended during the operation of the Compact, and that list does not contain any law or regulation under which the Secretary has

exercised his jurisdiction over the D. C. Park System. Further, it should be noted that under the Compact the WMATC was granted that jurisdiction which had previously been possessed and exercised by the predecessor regulatory agencies operating within the Metropolitan area, namely the Public Service Commission of Maryland, the Public Utilities Commission of the District of Columbia, the Corporation Commission of Virginia, and the Interstate Commerce Commission of the United States—and none of those entities ever pretended to exercise jurisdiction over the National Park areas.

Accordingly, this Court does not accord the WMATC any jurisdiction to require the Secretary or his agent to apply for a certificate of convenience and necessity for the projected operations.

Even if the Court were to accept the construction of the words "transport" and "transportation for hire" which are placed upon those words by the WMATC and plaintiff-intervenors, or could conceive of the possibility that the WMATC has some jurisdiction over the movement of people within this Government owned enclave, or that the Congress by its action in consenting to this legislation suspended the exclusive authority of the Director of the National Park Service, the Compact by its own terms clearly excepts transportation by the Federal Government. (Article XII, Sec. 2(a)).

The WMATC contends of course that the operation here proposed will be conducted by the defendant and not by the Government; that for the transportation to be "transportation by the Federal Government" it must be conducted by the Government directly. As an example of a properly exempted service the WMATC cites the six-week test shuttle service in 1966.

The Supreme Court disposed of this argument in the case of *Yearsley v. W. A. Ross Construction Co.*, 309 U.S.

18 (1940) when it held that the acts of a contractor, authorized and directed to perform certain services for the Government, were the acts of the Government. In that case the defendant, a government contractor, was sued for damages on the ground that he had in the course of building dikes for the Government on the Missouri River produced erosion and washed away a portion of the plaintiff's land. The Supreme Court held that since the act of the contractor was authorized and directed by the United States it was the act of the United States and so relegated the plaintiff to a suit against the United States in the Court of Claims.

The concessionaire in this case stands on no different footing. Merely because he is a concessionaire and deriving his income from a percentage of the gross intake does not place him in a different class than the usual contractor. One need only read the contract between the Secretary and Universal to appreciate the high degree of control which the Secretary exercises over this concessionaire to remove him from the category of an independent operator. The WMATC argument on this score is accordingly rejected.

We turn now to the D. C. Transit claim that the proposed interpretive tour service would violate the protection guaranteed by Congress in the Act of July 24, 1956 (70 Stat. 598).

D. C. Transit relies upon Section 3 of its franchise which provides:

"No competitive street railway or bus line, that is, bus or railway line for the transportation of passengers of the character which runs over a given route on a fixed schedule, shall be established to operate in the District of Columbia without prior issuance of a certificate by the Public Utilities Commission of the District of Columbia . . ."

Initially it is difficult to characterize the proposed operations of the shuttle service as proceeding over "a given route" on a "fixed schedule" when it is apparent from the contract with the defendant Universal that the Secretary has not designated a route, has not designated a schedule, and reserves the right to direct how the shuttle service shall be conducted at any given time. But wholly aside from that observation, it appears to the Court that D. C. Transit is overreaching when it claims Section 3 protection against this shuttle service. In our opinion, what Congress intended to give the D. C. Transit was protection in the operation of its day to day activities in the mass movement of the public of Washington, D. C. over the D. C. streets. What the Secretary is proposing to do is in no wise competitive with that fundamental function of the D. C. Transit System.

Apparently the D. C. Transit does operate some fixed routes from time to time through the Mall area for which it seeks specific permission from the Secretary of the Interior, thus recognizing his absolute control over operations within that area. Those are bus commuter services rather than sightseeing services and would hardly be deemed competitive with the shuttle service as envisioned by the contract with Universal.

For the most part, however, the D. C. operations within the Mall area are conducted on a charter or sightseeing basis under the separate and unprotected authority of Section 6 of the D. C. Transit franchise, and with the permission of the Secretary of the Interior. This is true also of the other plaintiff-intervenors who operate irregular service on a charter or sightseeing basis. Conceivably and probably a competitive situation will exist to some extent between the sightseeing services offered by the D. C. Transit and the other plaintiff-intervenors and the shuttle system. But neither the D. C. Transit nor the plaintiff-intervenors have cause to claim protection from this type

of competition. D. C. Transit and the plaintiff-intervenors are permitted to use the Mall area by sufferance and only with the specific consent of the Secretary of the Interior. He could if he saw fit exclude them from the area entirely. *U.S. v. Gray Line Tours of Charleston*, 311 F.2d 779 (4th Cir. 1962). As a matter of fact, it is envisioned in the long range plan for the development of the Mall that all vehicular traffic will be excluded and that all present existing crossroads will become tunnels.

It seems to the Court that parties who enjoy the right to operate their sightseeing services within the Mall area only at the sufferance of the Secretary of the Interior have no standing whatsoever to ask this Court to enjoin the Secretary from similar operations on his own account.

This opinion constitutes the findings of fact and conclusions of law of the Court.

In the light of such findings and conclusions, it is this 1st day of May, 1967,

ORDERED that the complaint is dismissed, and it is

FURTHER ORDERED that the petition for an injunction and for declaratory relief is denied.

/s/ H. F. CORCORAN
Judge

X

UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT

SEPTEMBER TERM, 1966

Civil 793-67

No. 20,975

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION,
Appellant

No. 20,976

WASHINGTON SIGHTSEEING TOURS, INC., *Appellant*

No. 20,977

BLUE LINES, INC., and WHITE HOUSE SIGHTSEEING CORP.,
Appellants

No. 20,978

D.C. TRANSIT SYSTEM, INC., *Appellant*

v.

UNIVERSAL INTERPRETIVE SHUTTLE CORPORATION,
(a California corporation), *Appellee*

Before: Fahy, Senior Circuit Judge,
and Danaher and Robinson, Cir-
cuit Judges, in Chambers.

Order

Whereas a majority of the court are of the opinion that the various relevant statutory provisions, construed in relation one to the other, especially in view of the physical location of the Mall in the Metropolitan area of the District of Columbia, do not afford authority to the appellee Universal Interpretive Shuttle Corporation validly to engage in such transportation for hire in the Mall area as is contemplated by the contract between the Secretary of the Interior and appellee dated March 17, 1967, more fully described in the complaint, without a certificate

of public convenience and necessity issued by the Washington Metropolitan Area Transit Commission authorizing such transportation, and

Whereas it is deemed that the interests of the parties and of the public would be better served by this prompt disposition of the appeals rather than to delay decision pending the formulation and issuance of elaborating opinions, though each member of the court reserves the right to file later, in opinion or statement form, his more detailed reasons for his position,

The order of the District Court of the 1st day of May, 1967, dismissing the complaint and denying the petition for injunction and declaratory relief is reversed, and the cause is remanded so that appropriate further proceedings and relief consistent with this order may be granted.

It is so ordered.

Circuit Judge Robinson, being of opinion the order of the District Court should be affirmed, dissents.

XI

**UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT**

SEPTEMBER TERM, 1967

Civil 793-67

No. 20,975

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION,
Appellant

v.

UNIVERSAL INTERPRETIVE SHUTTLE CORP., *Appellee.*

No. 20,976

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No. 20,977

BLUE LINES, INC., and WHITE HOUSE SIGHTSEEING CORP.,
Appellant

v.

UNIVERSAL INTERPRETIVE SHUTTLE CORP., *Appellee*.

No. 20,978

D.C. TRANSIT SYSTEM, INC., *Appellant*

v.

UNIVERSAL INTERPRETIVE SHUTTLE CORP., *Appellee*.

Before: Bazelon, Chief Judge; and
Danaher, Burger, Wright, Mc-
Gowan, Tamm, Leventhal and
Robinson, Circuit Judges, in
Chambers.

Order

On consideration of appellee's petition for rehearing *en banc* and of the responsive pleadings filed with respect thereto, and there not being a majority of the circuit judges of this circuit in favor of a rehearing of the above-entitled cases by the court *en banc*, the petition for rehearing *en banc* is hereby denied.

For the Court:

Acting Chief Judge.

Circuit Judges Wright and Robinson would grant appellee's aforesaid petition.

Circuit Judge Leventhal did not participate in the foregoing order.

SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1967

No. 978

UNIVERSAL INTERPRETIVE SHUTTLE CORPORATION,
Petitioner,

v.

WASHINGTON METROPOLITAN AREA TRANSIT
COMMISSION, ET AL.

Filed March 4, 1968

Order Allowing Certiorari

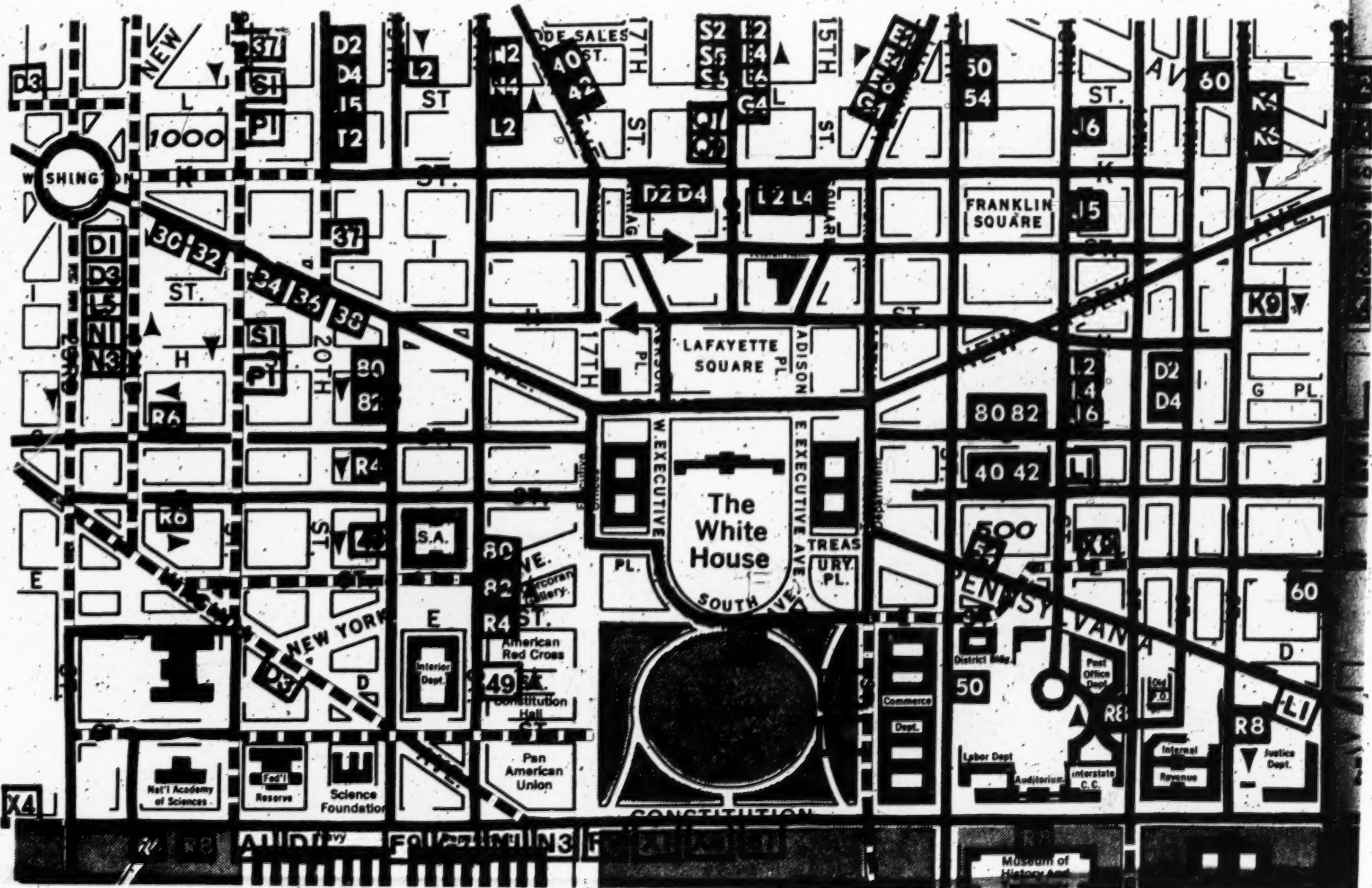
The petition herein for a writ of certiorari to the United States Court of Appeals for the District of Columbia Circuit is granted, and the case is placed on the summary calendar.

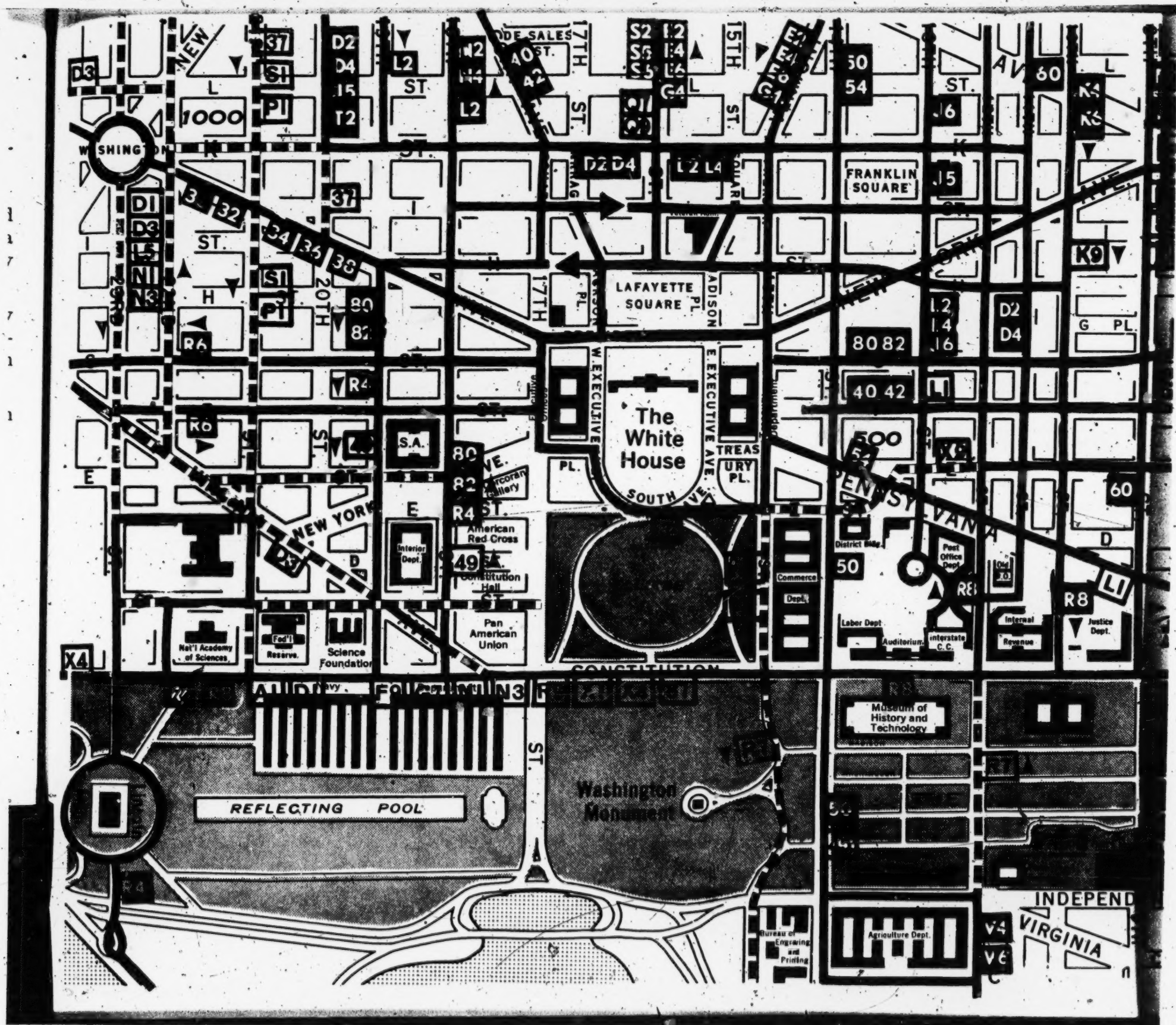
And it is further ordered that the duly certified copy of the transcript of the proceedings below which accompanied the petition shall be treated as though filed in response to such writ.

Mr. Justice Marshall took no part in the consideration or decision of this petition.

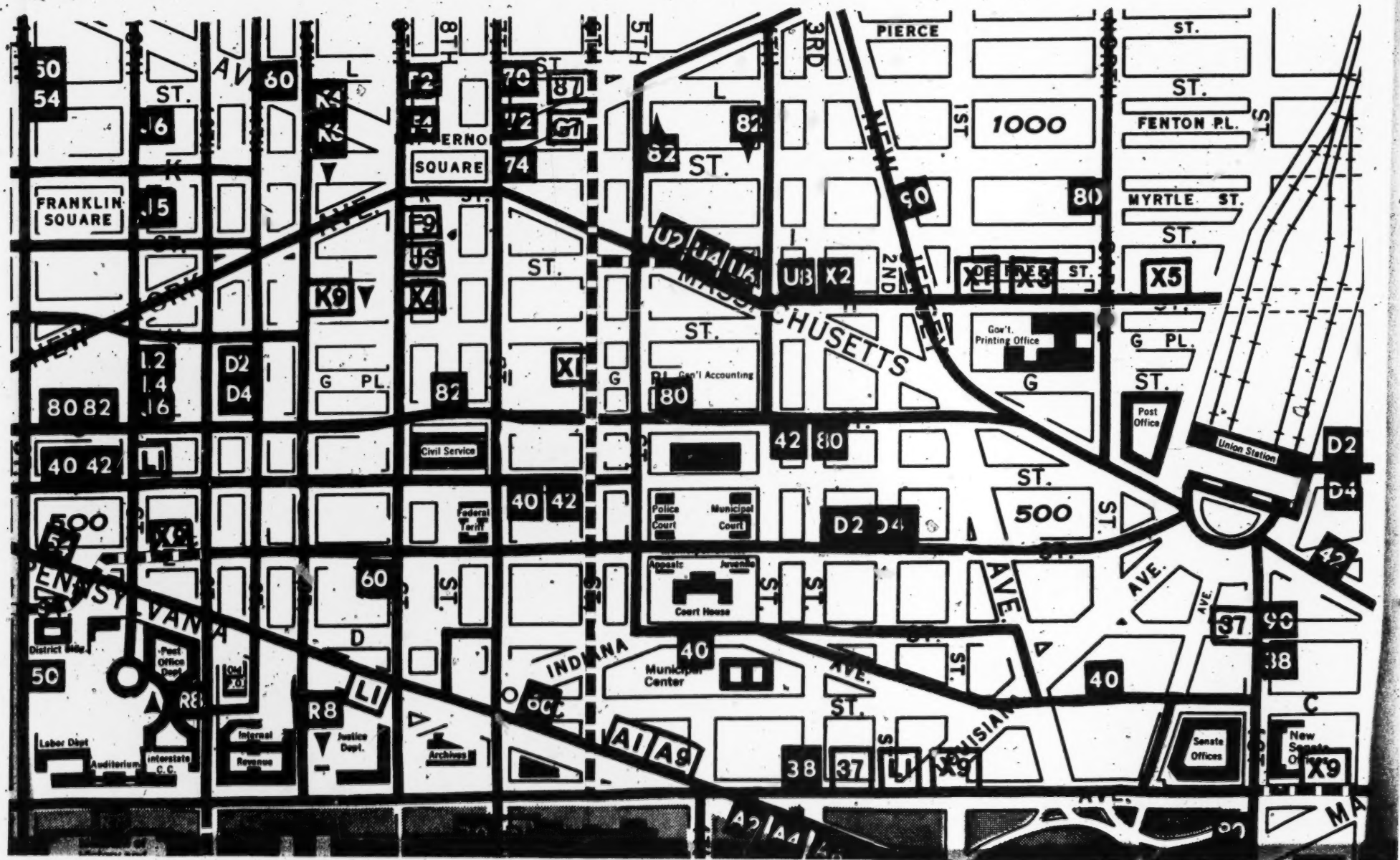
D.C. Transit System

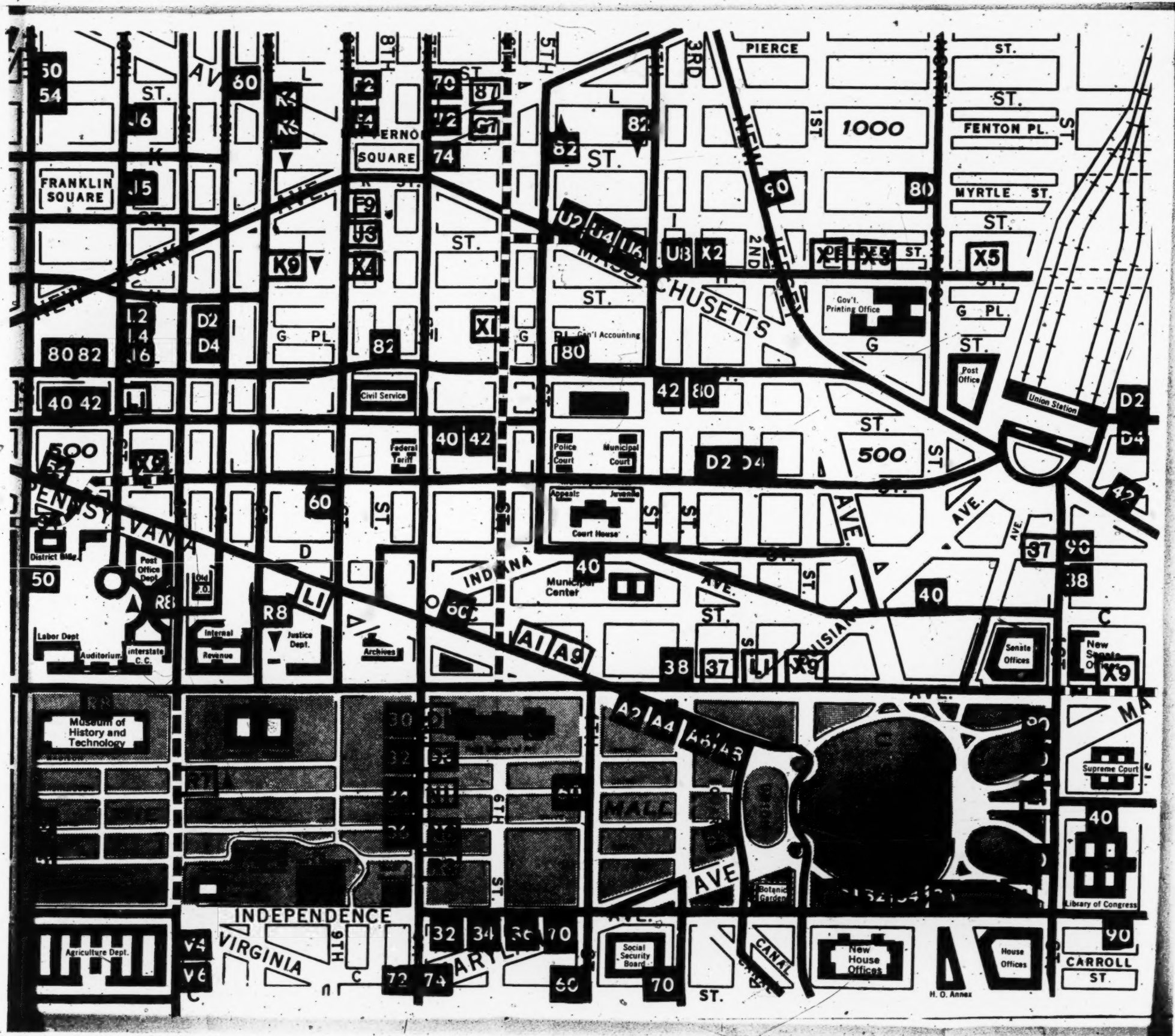
Regular Route Service In The Mall Area





ular Route Service Operating In The Mall Area







MINIBUS FLAG SERVICE SCHEDULE

EFFECTIVE NOVEMBER 1, 1965

Leave State Dept.	Pass 15th & N.Y. N.W.	Pass 1st & Constitution	Pass 14th & E.N.W.	Arrive State Dept.
9:24	9:33	9:53	10:13	10:24
9:36	9:45	10:05	10:25	10:36
9:48	9:57	10:17	10:37	10:48
10:00	10:09	10:29	10:49	11:00
10:12	10:21	10:41	11:01	11:12
10:24	10:33	10:53	11:13	11:24
10:36	10:45	11:05	11:25	11:36
10:48	10:57	11:17	11:37	11:48
11:00	11:09	11:29	11:49	12:00
11:12	11:21	11:41	12:01	12:12
11:24	11:33	11:53	12:13	12:24
11:36	11:45	12:05	12:25	12:36
11:48	11:57	12:17	12:37	12:48
12:00	12:09	12:29	12:49	1:00
12:12	12:21	12:41	1:01	1:12
12:24	12:33	12:53	1:13	1:24
12:36	12:45	12:57	1:25	1:36
12:48	12:57	1:17	1:37	1:48
1:00	1:09	1:29	1:49	2:00
1:12	1:21	1:41	2:01	2:12
1:24	1:33	1:53	2:13	2:24
1:36	1:45	2:05	2:25	2:36
1:48	1:57	2:17	2:37	2:48
2:00	2:09	2:29	2:49	3:00
2:12	2:21	2:41	3:01	3:12
2:24	2:33	2:53	3:13	3:24
2:36	2:45	3:05	3:25	3:36
2:48	2:57	3:17	3:37	3:48
3:00	3:09	3:30	3:51	4:01
3:12	3:21	3:42	4:03	4:13
3:24	3:33	3:54	4:15	4:25
3:36	3:45	4:06	4:27	4:37

EXHIBIT NO. 3

More New Service by D.C. Transit!



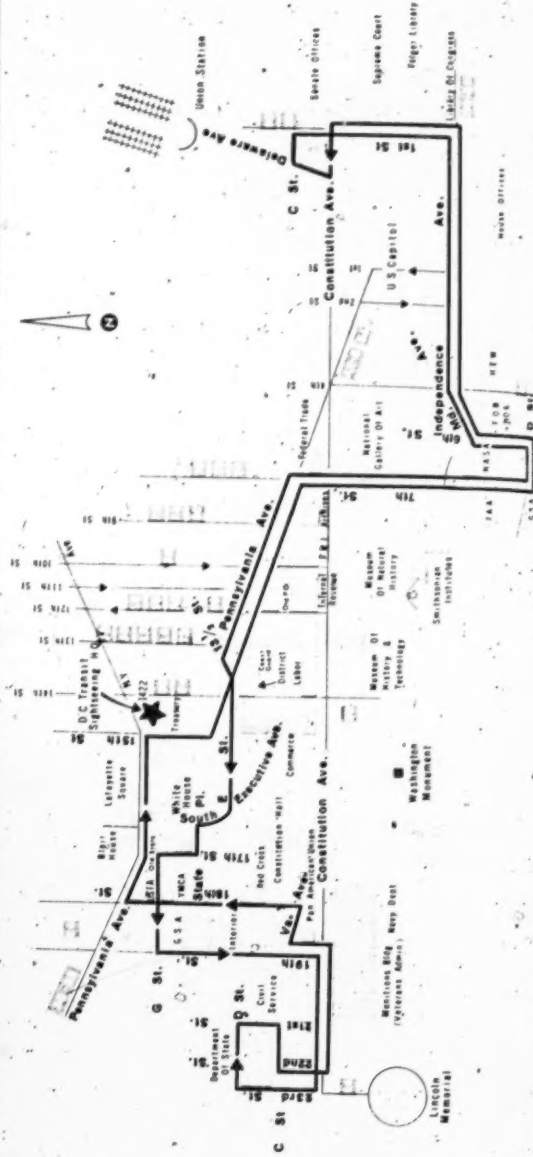
DIRECT TO 2111 S GOVERNMENT BUILDINGS

TAKE THE

Minibus

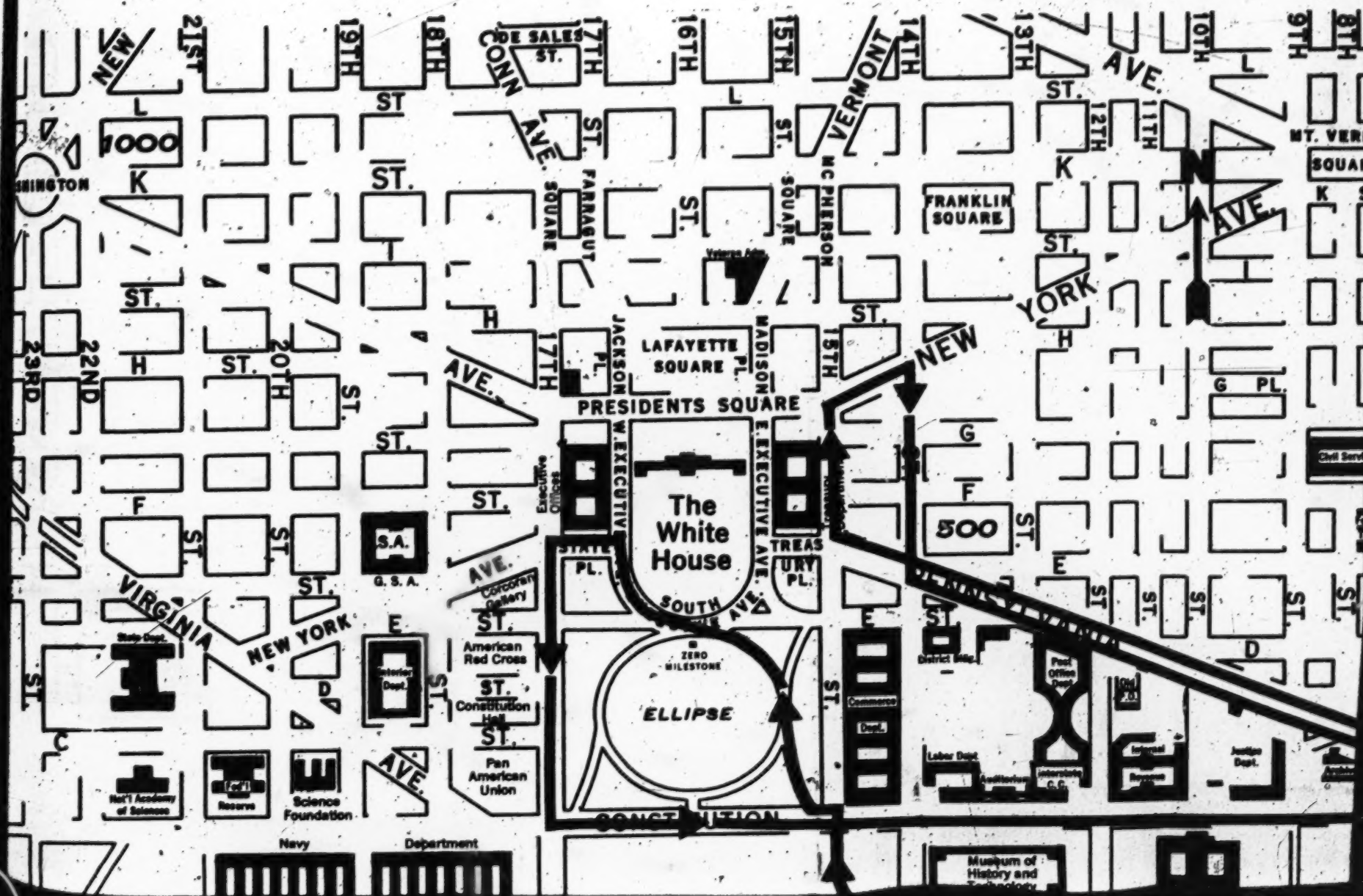
TO ANY OF THESE 31 GOVERNMENT BUILDINGS

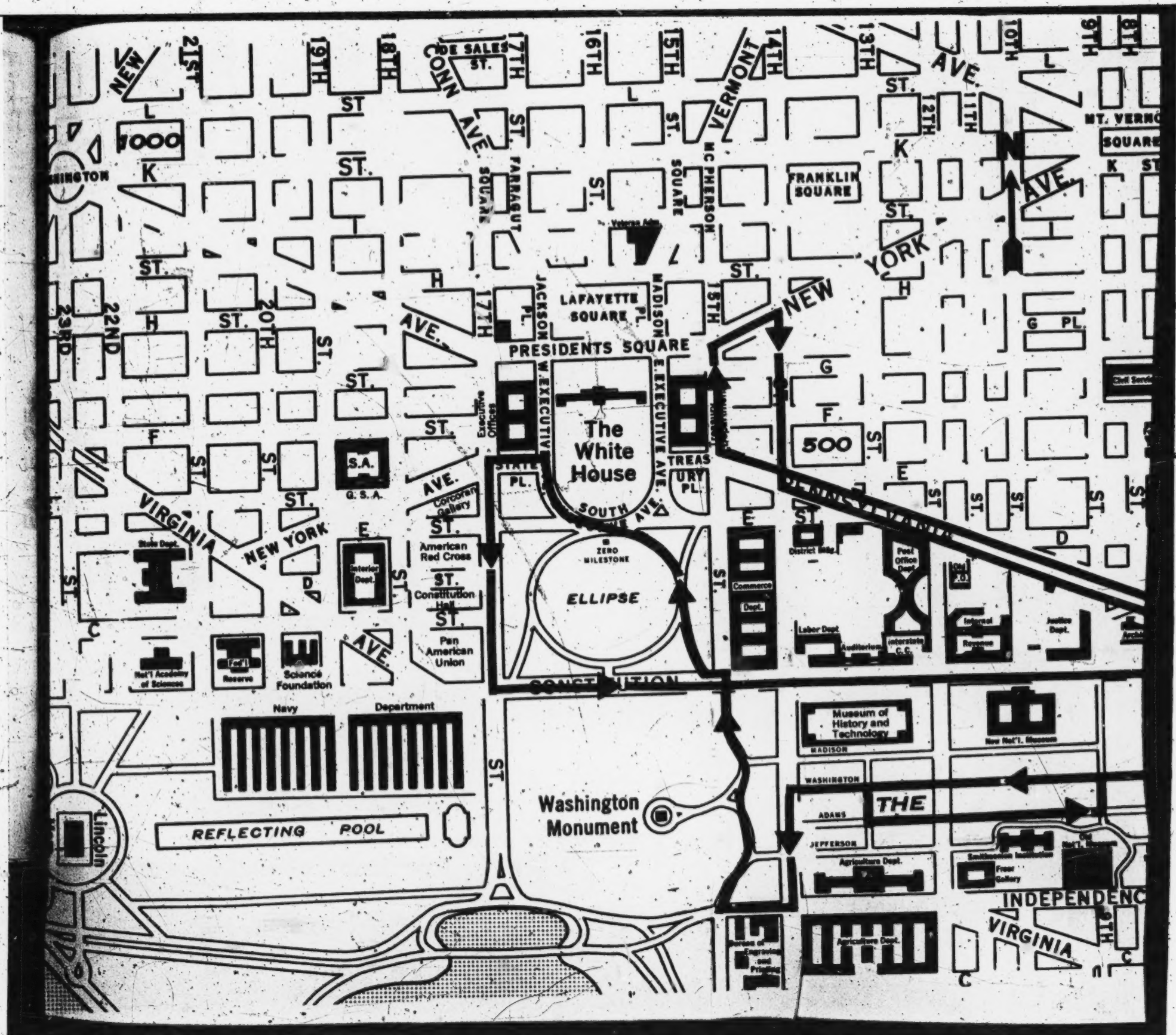
1. State Dept.
2. Munitions Bldg.
(Veterans Admin.)
3. Navy Dept.
4. Pan American Union
5. Civil Service Comm.
6. Interior Dept.
7. Constitution Hall (D.A.R.)
8. American Red Cross
9. General Services Admin.
10. U.S. Information Agency
11. White House
12. Treasury Dept.
13. Commerce Dept.
14. District Bldg.
15. Labor Dept.
16. U.S. Coast Guard
17. Post Office Dept.
(Ben Franklin Sta.)
18. Bureau of Internal Revenue
19. Justice Dept.
20. Archives Bldg.
21. Federal Trade Comm.
22. National Gallery of Art
23. Smithsonian Institution
24. Federal Aviation Agency
25. N.A.S.A.
26. Health, Education and
Welfare Dept.
27. House Office Buildings
28. Library of Congress
29. U.S. Capitol
30. Supreme Court Bldg.
31. U.S. Senate Office Buildings



**D.C. Transit System,
Scheduled Sightseeing
Operating In The Ma**

Tour No. 1



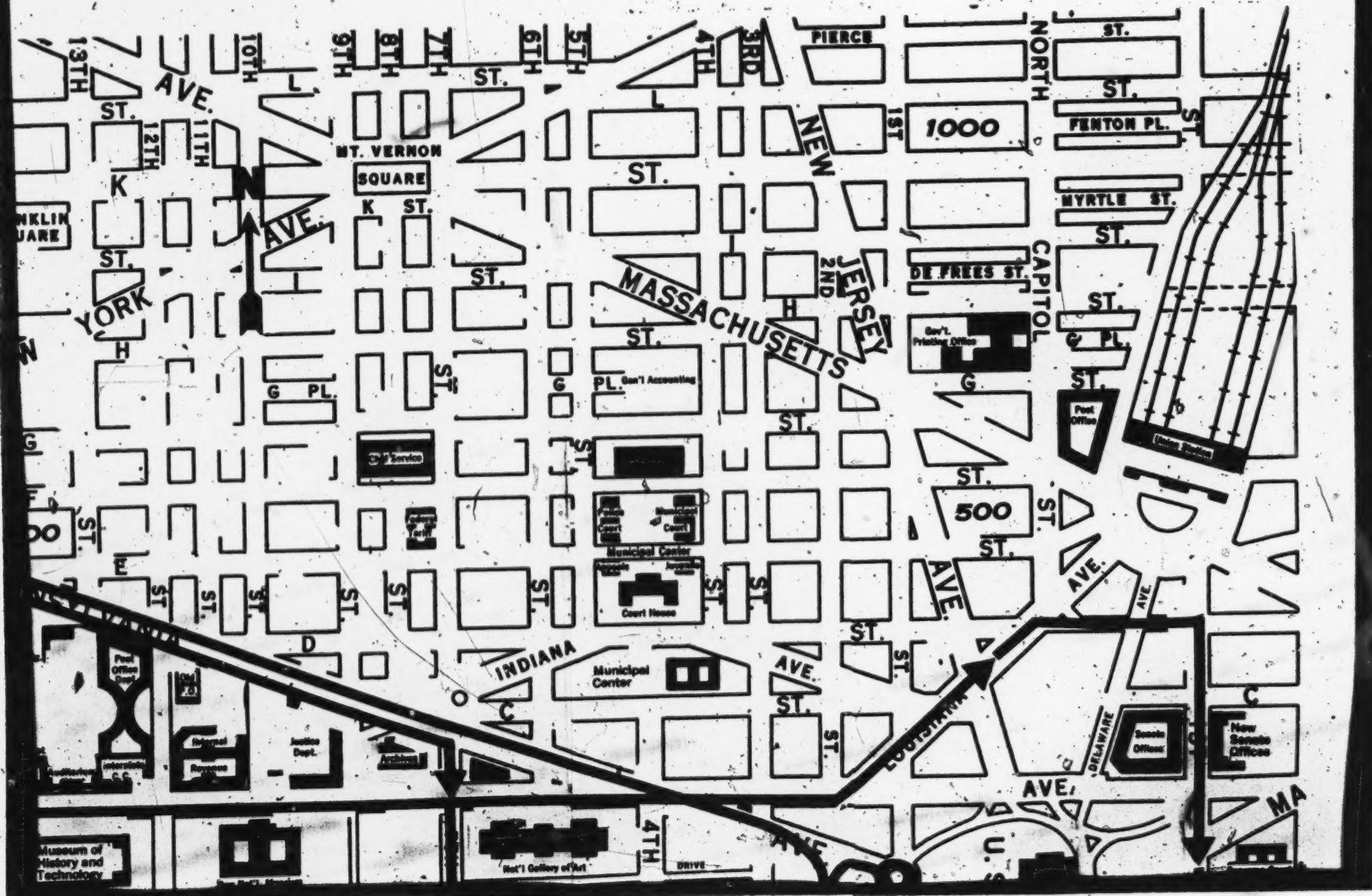


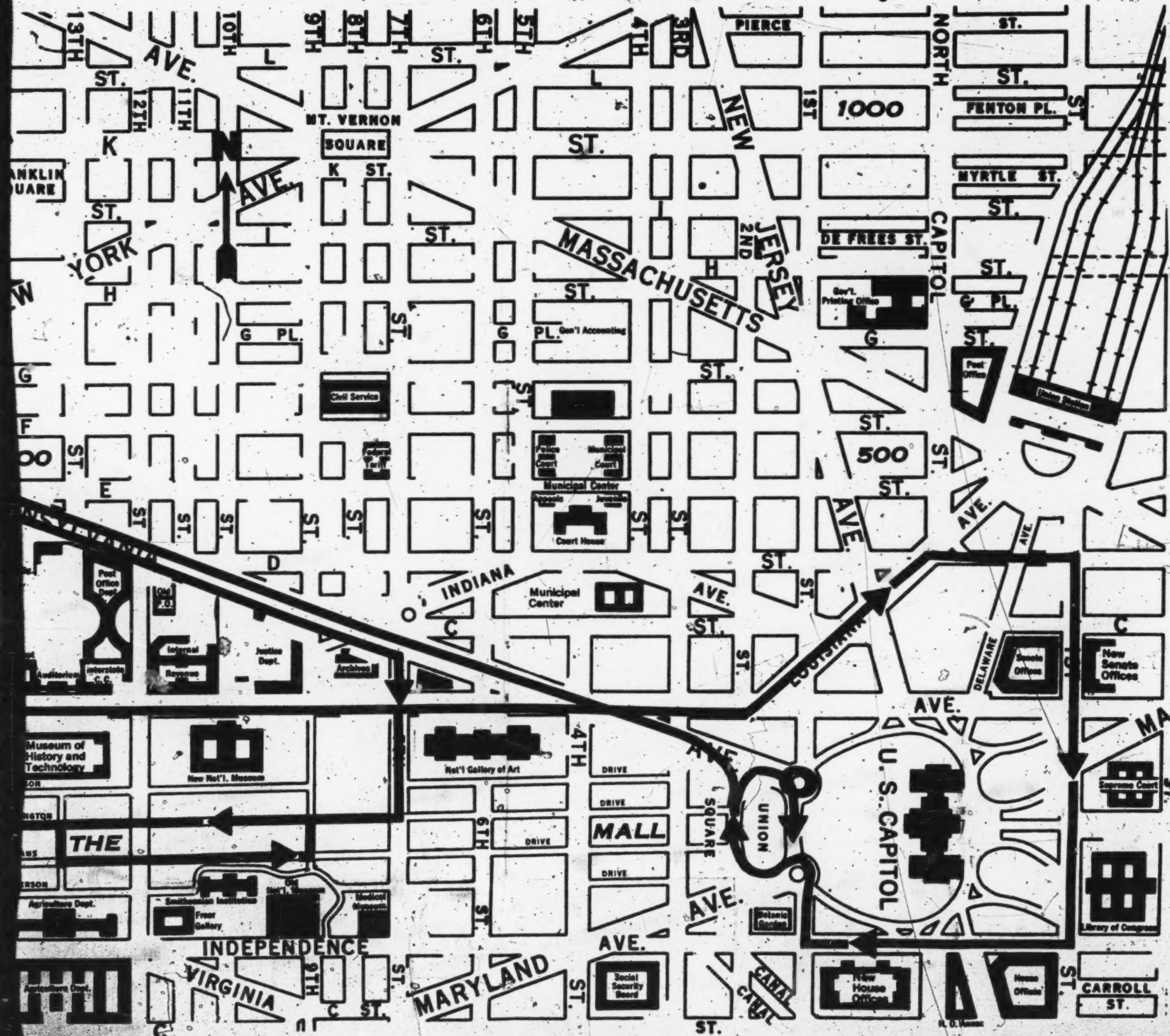
C. Transit System, Inc.

EXHIBIT NO. 4

cheduled Sightseeing Tours
ating In The Mall Area

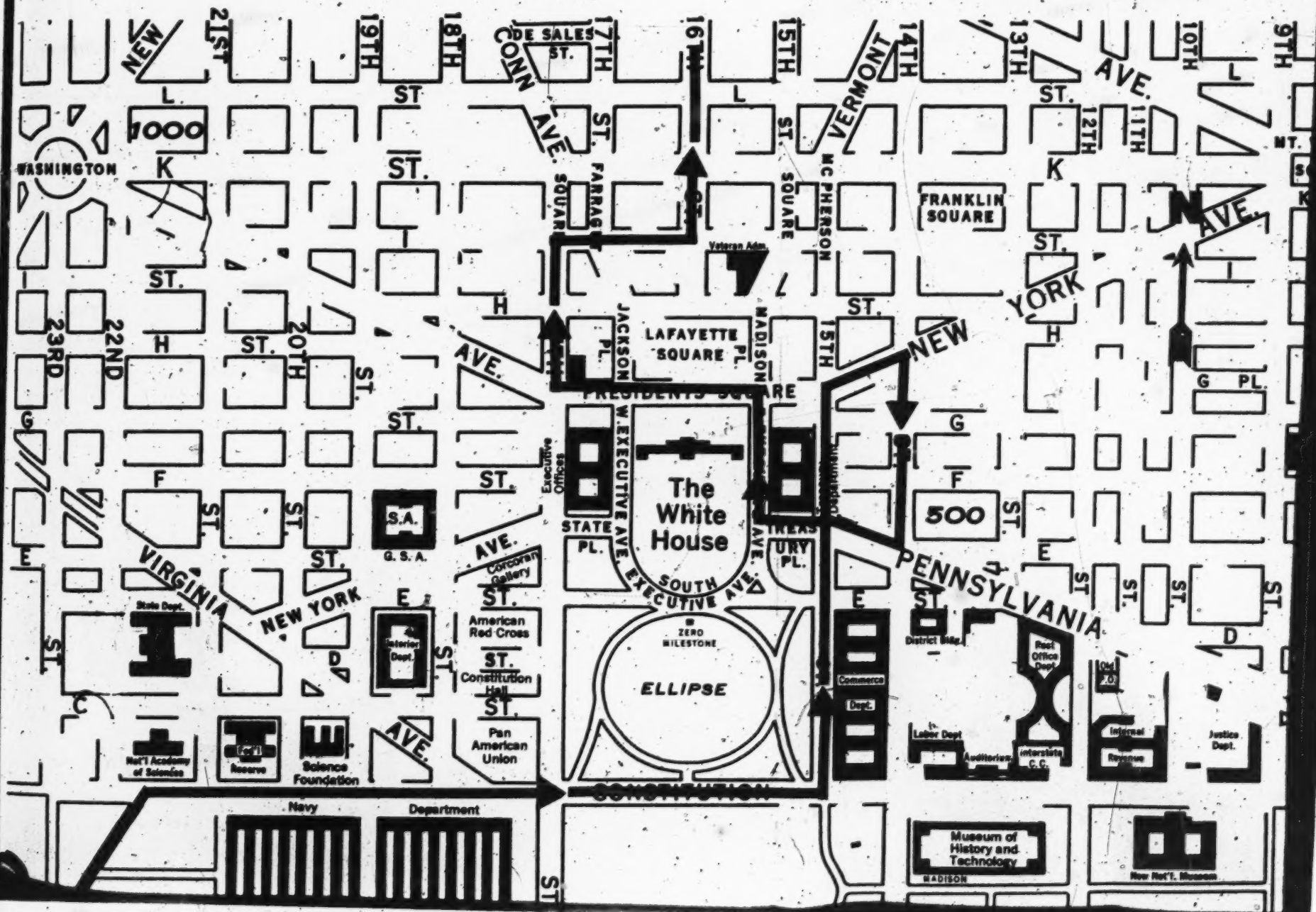
Tour No. 1

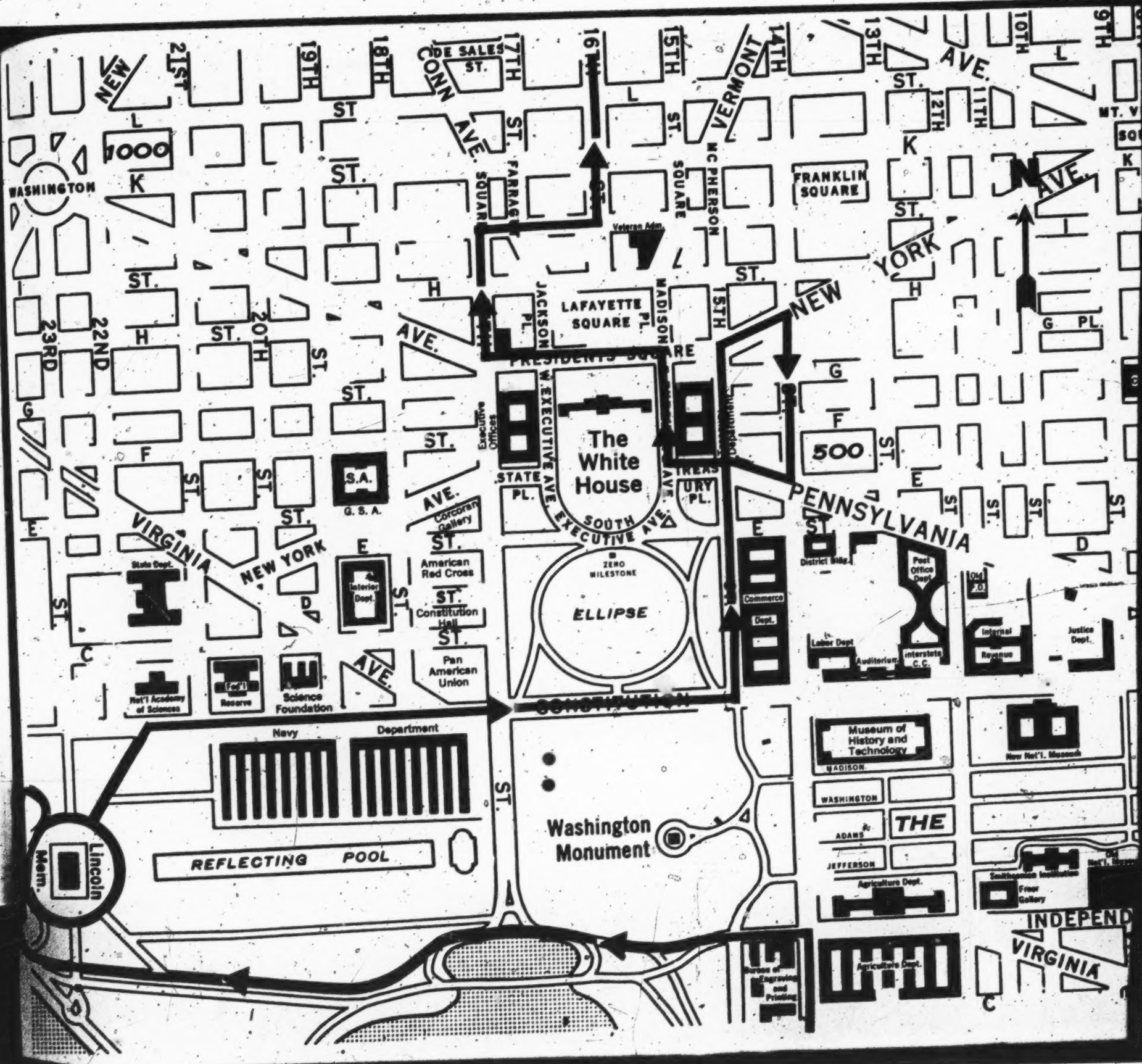




**D.C. Transit System,
Scheduled Sightseeing
Operating In The Mall**

Tour No. 2



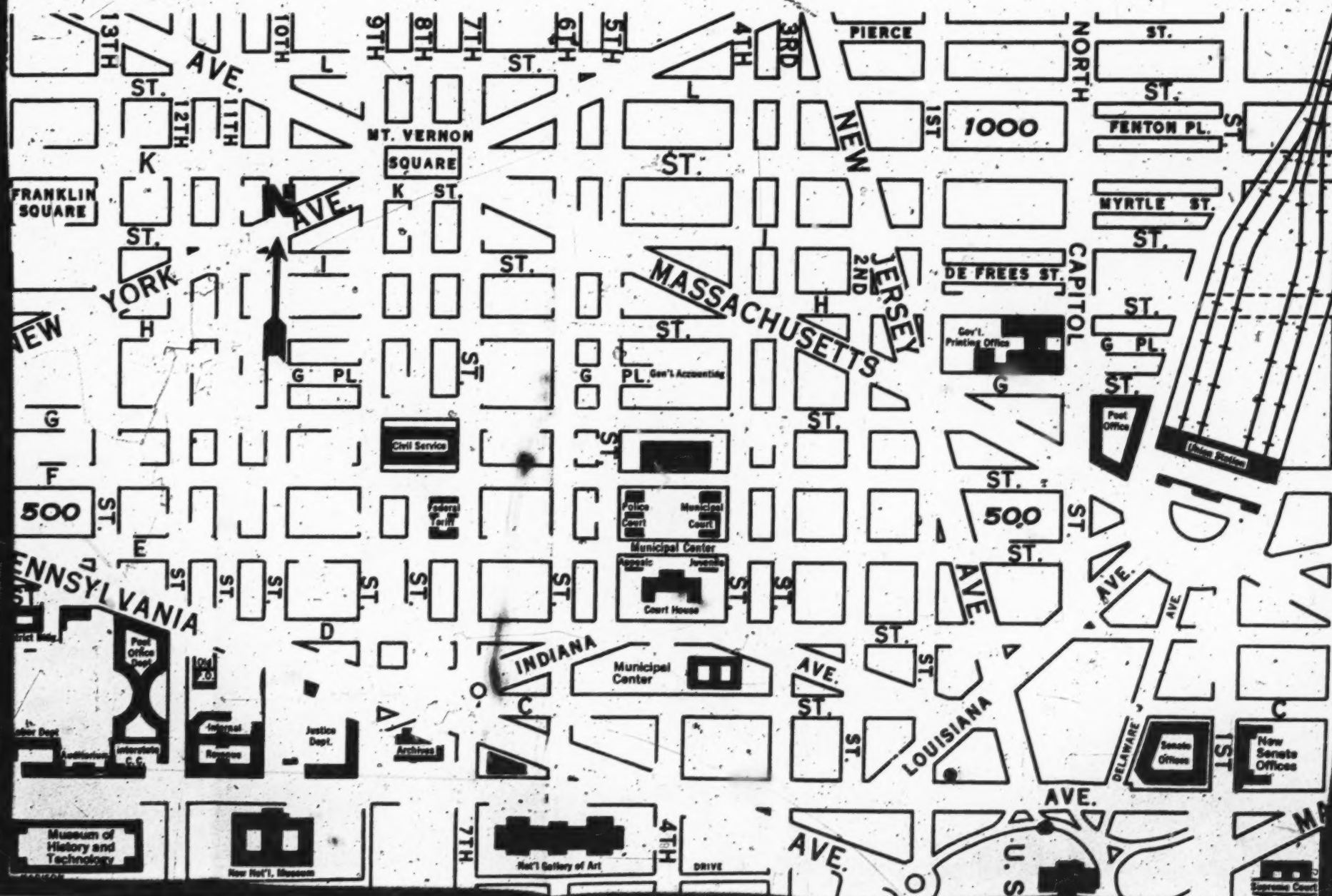


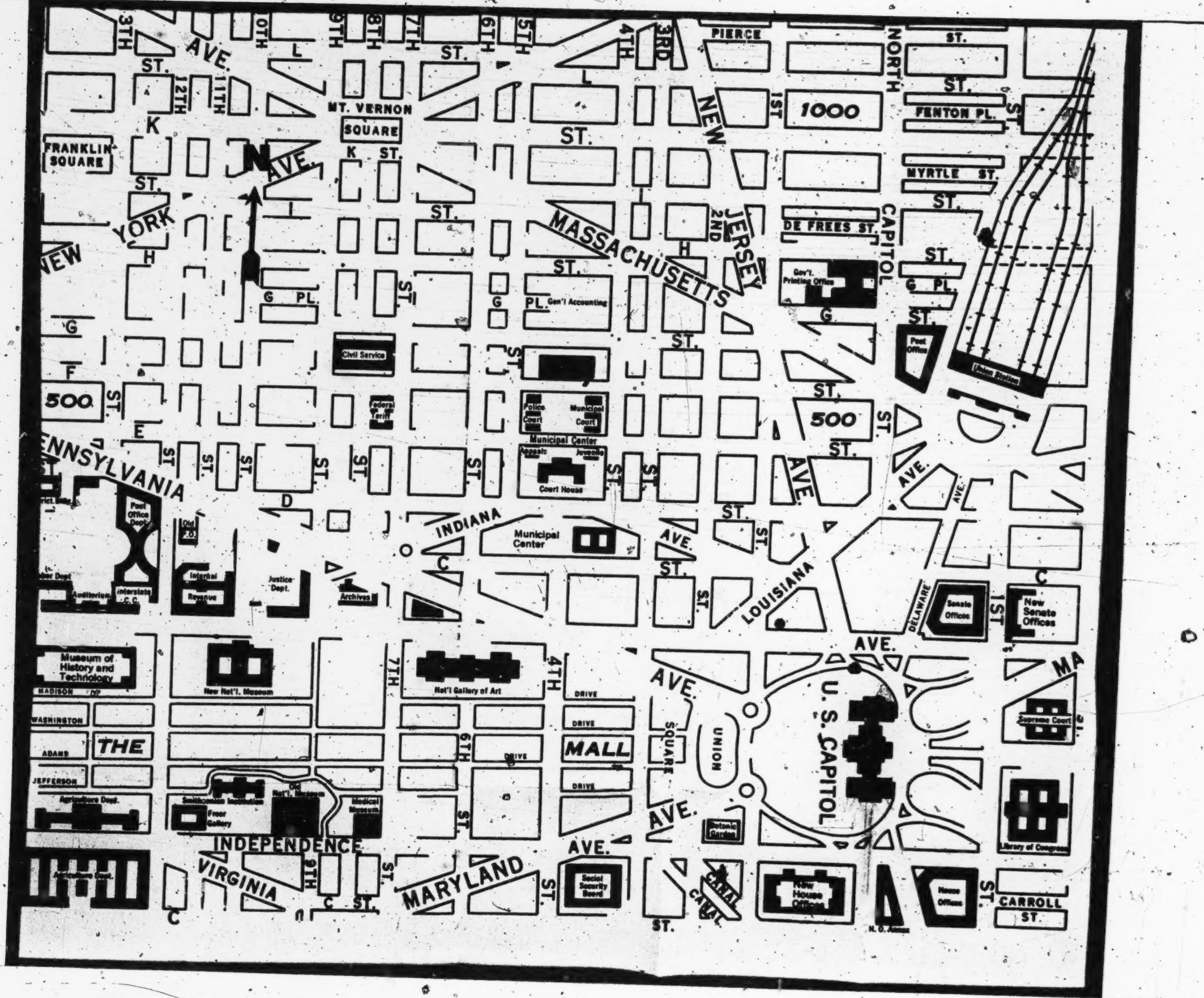
C. Transit System, Inc.

EXHIBIT NO. 5

uled Sightseeing Tours
ting In The Mall Area

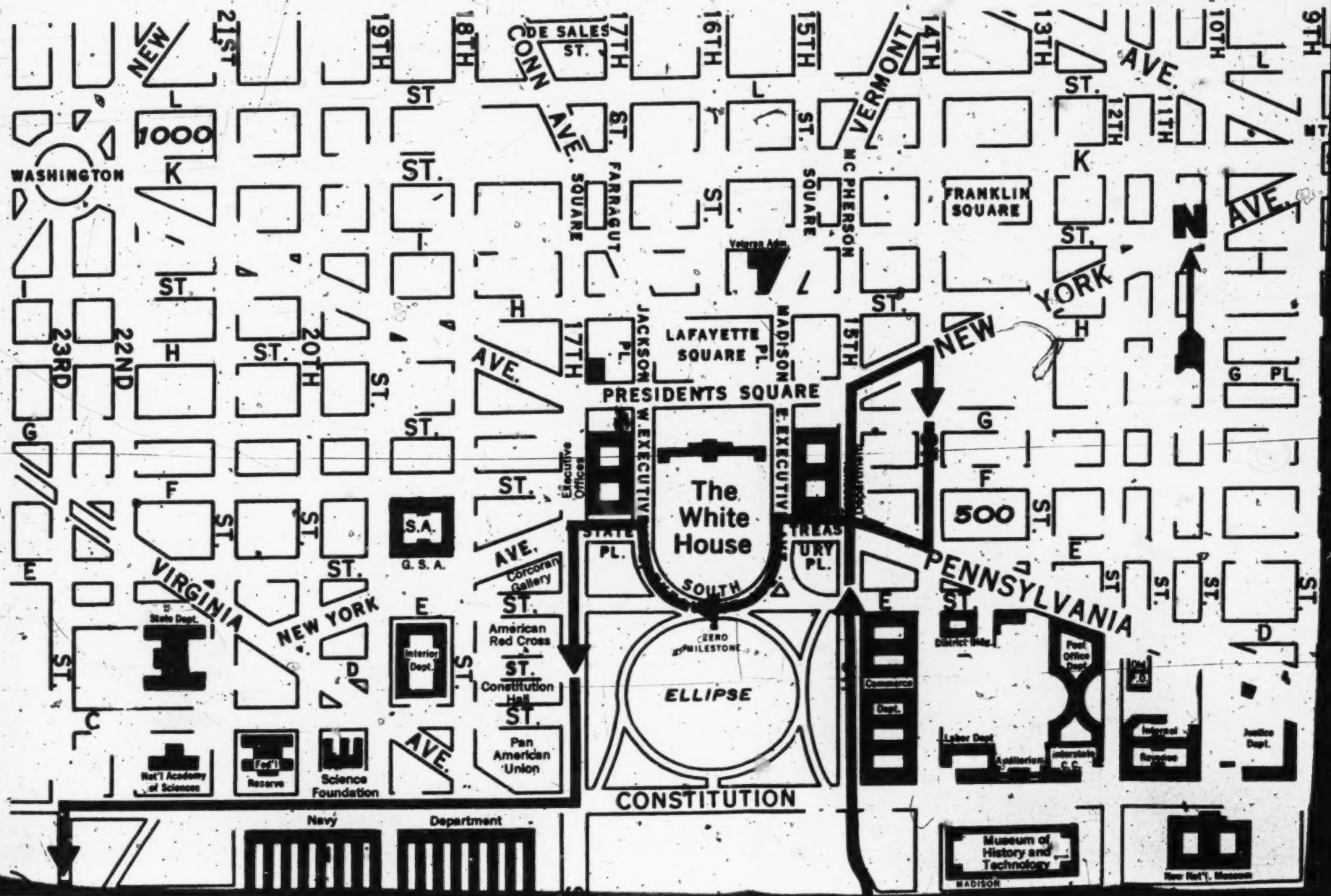
Tour No. 2





D.C. Transit System
Scheduled Sightseeing
Operating In The M

Tour No. 3



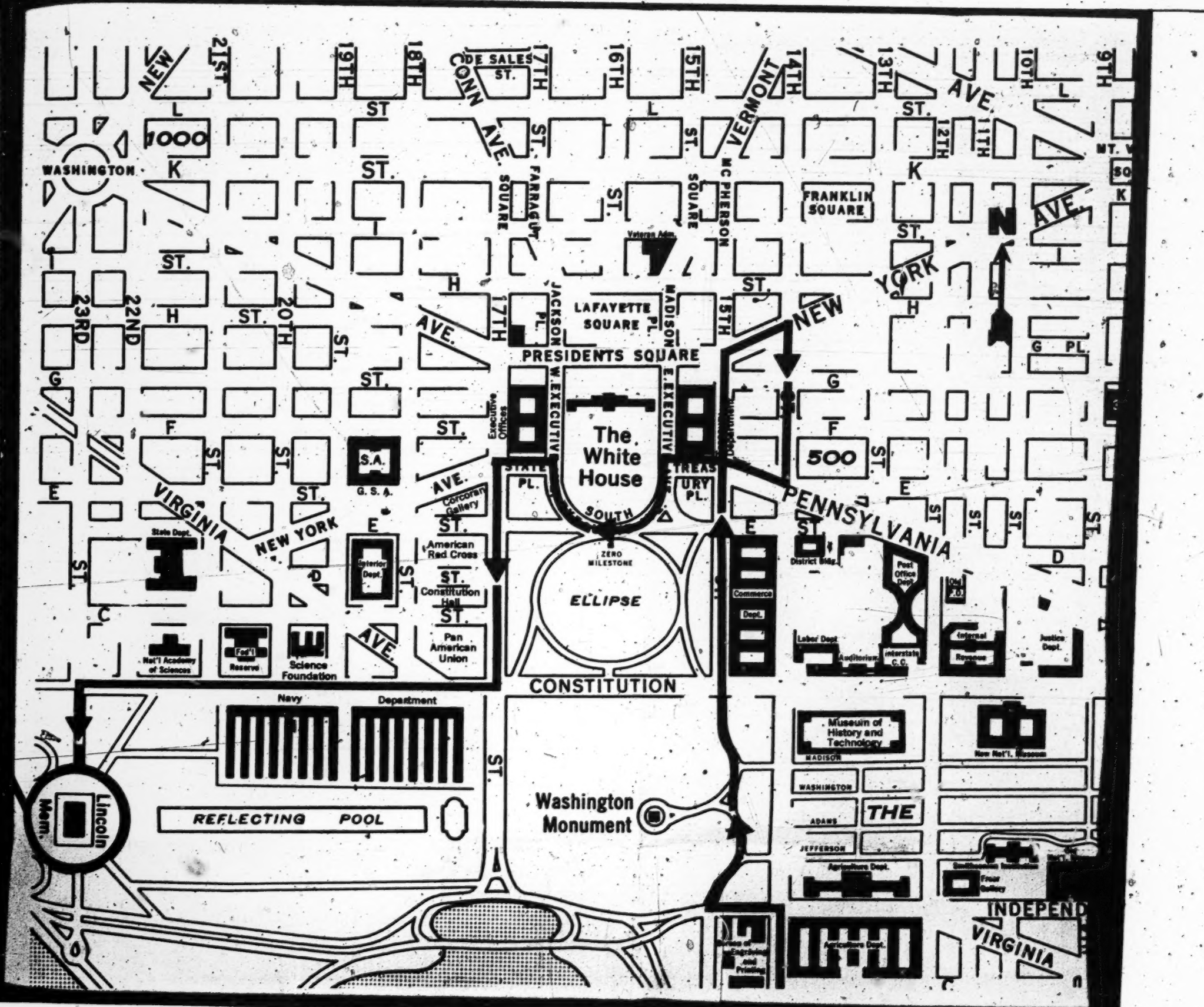
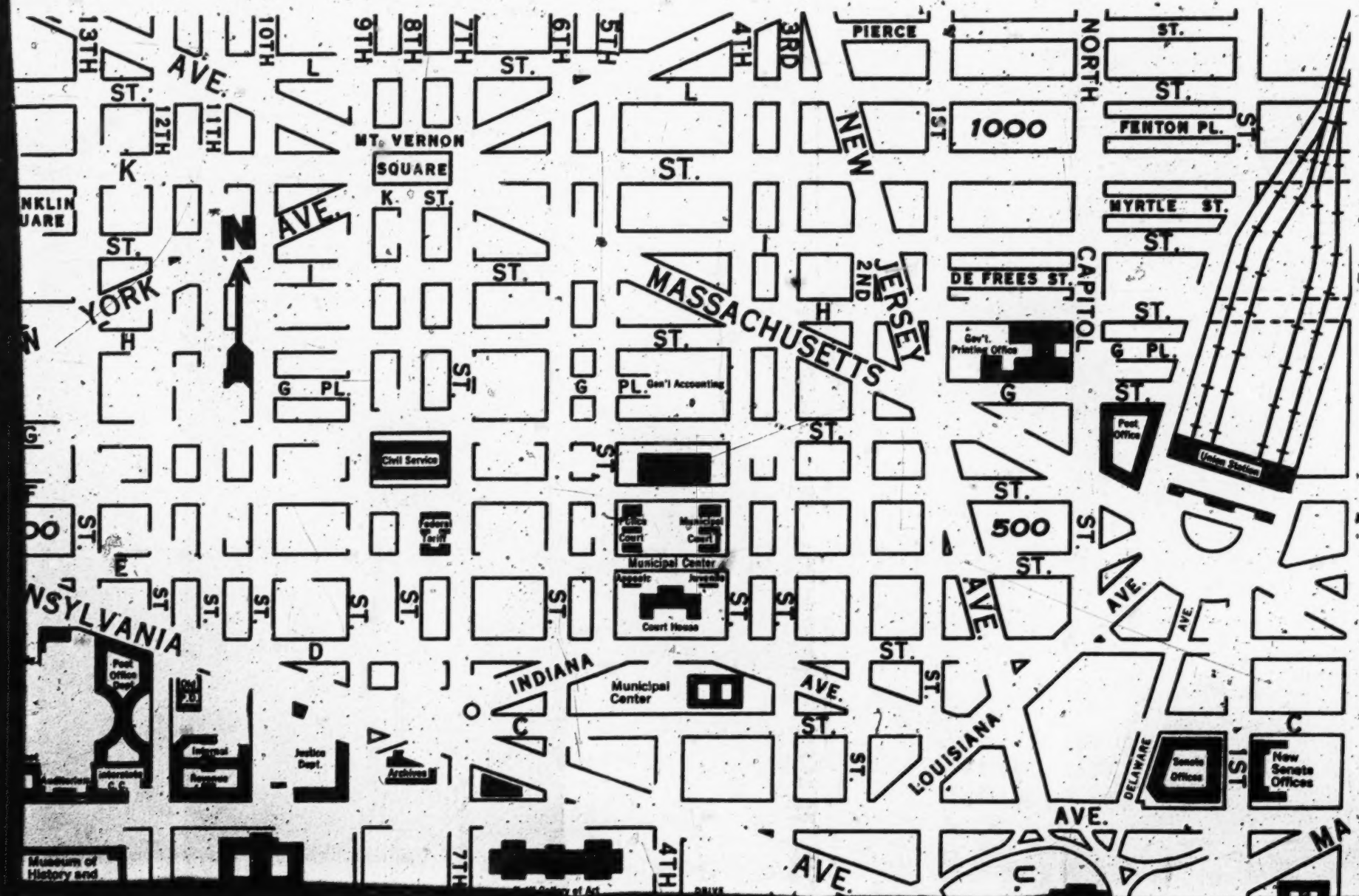
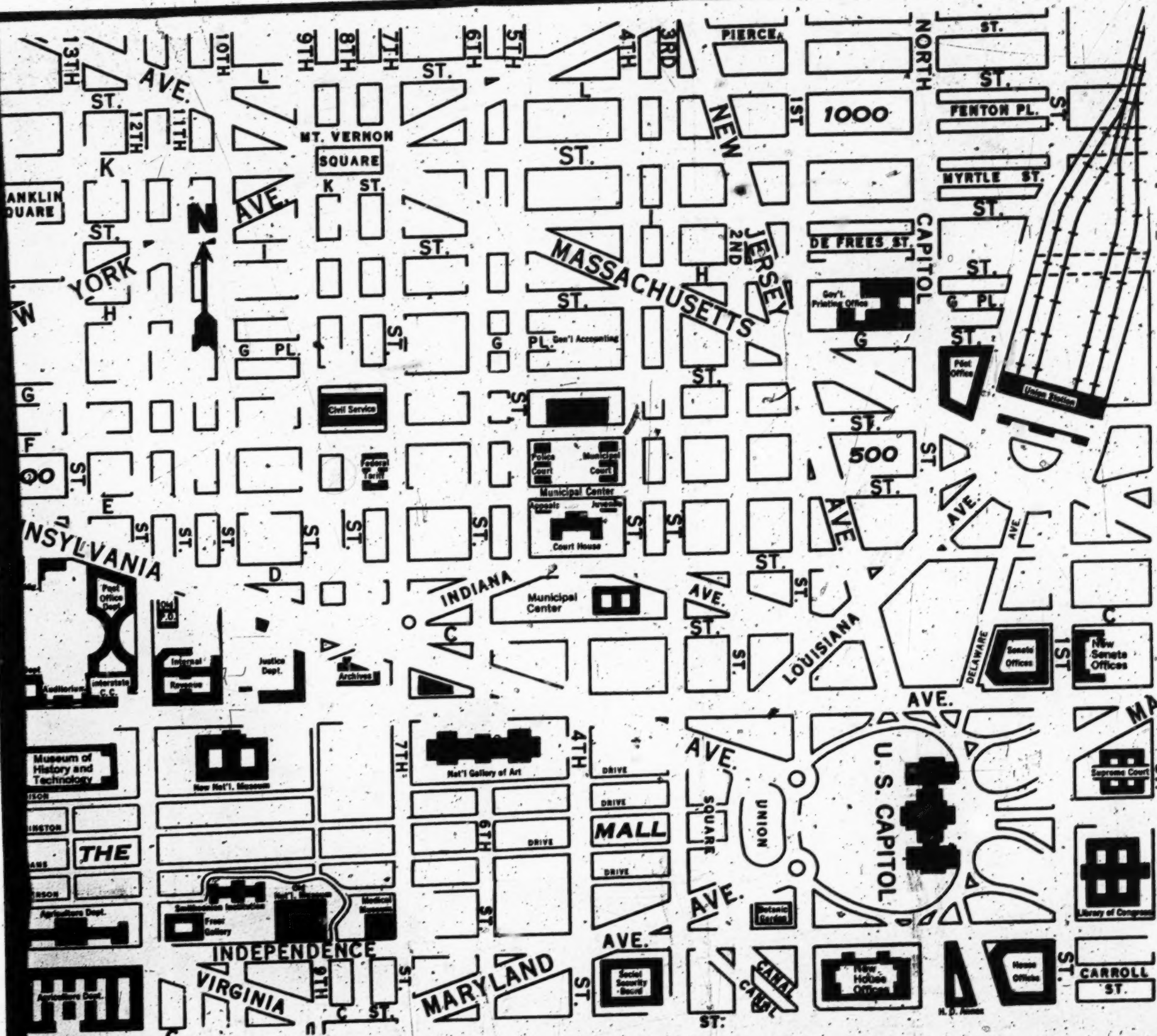


EXHIBIT NO. 6

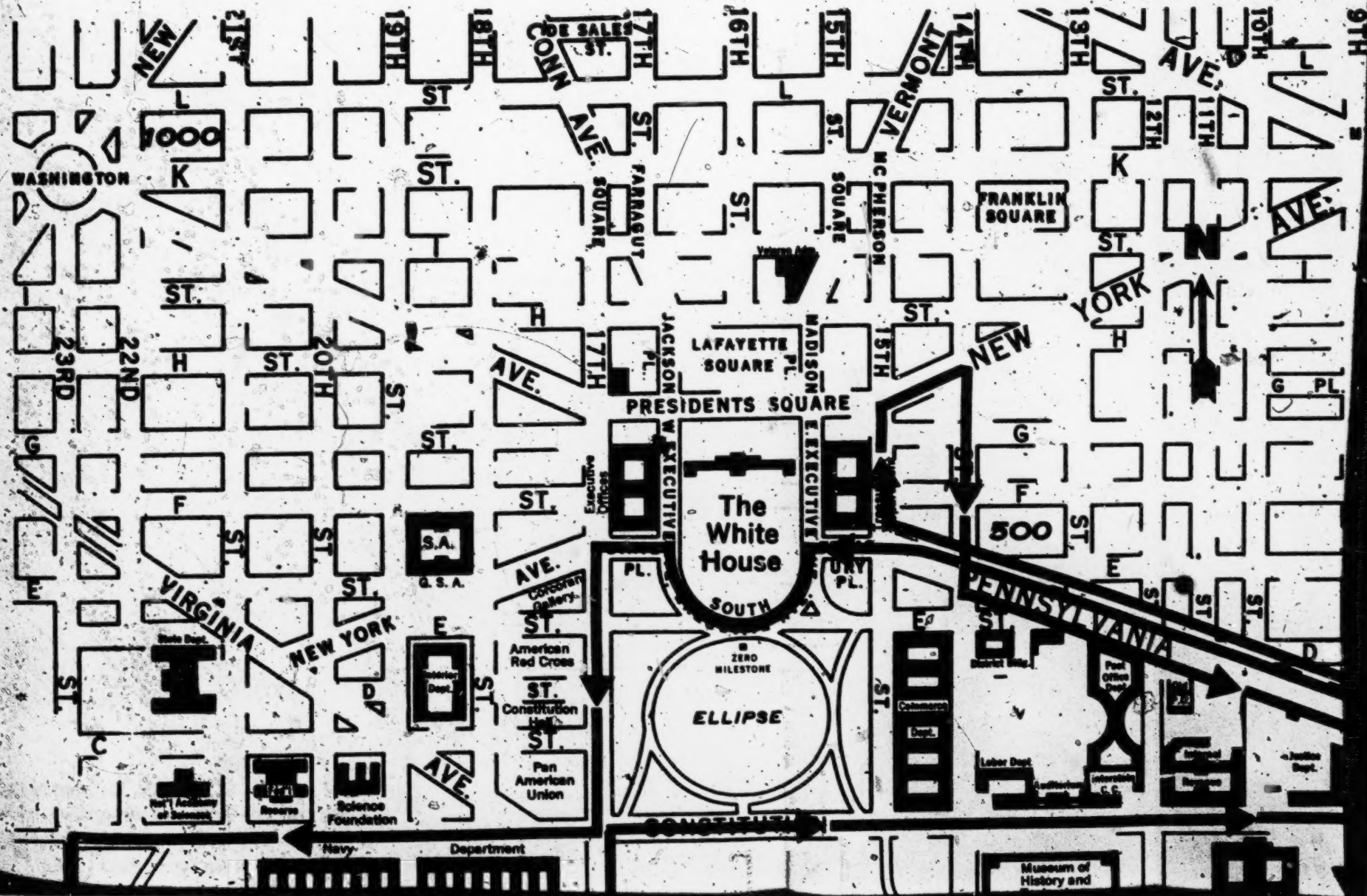
ating In The Mall Area

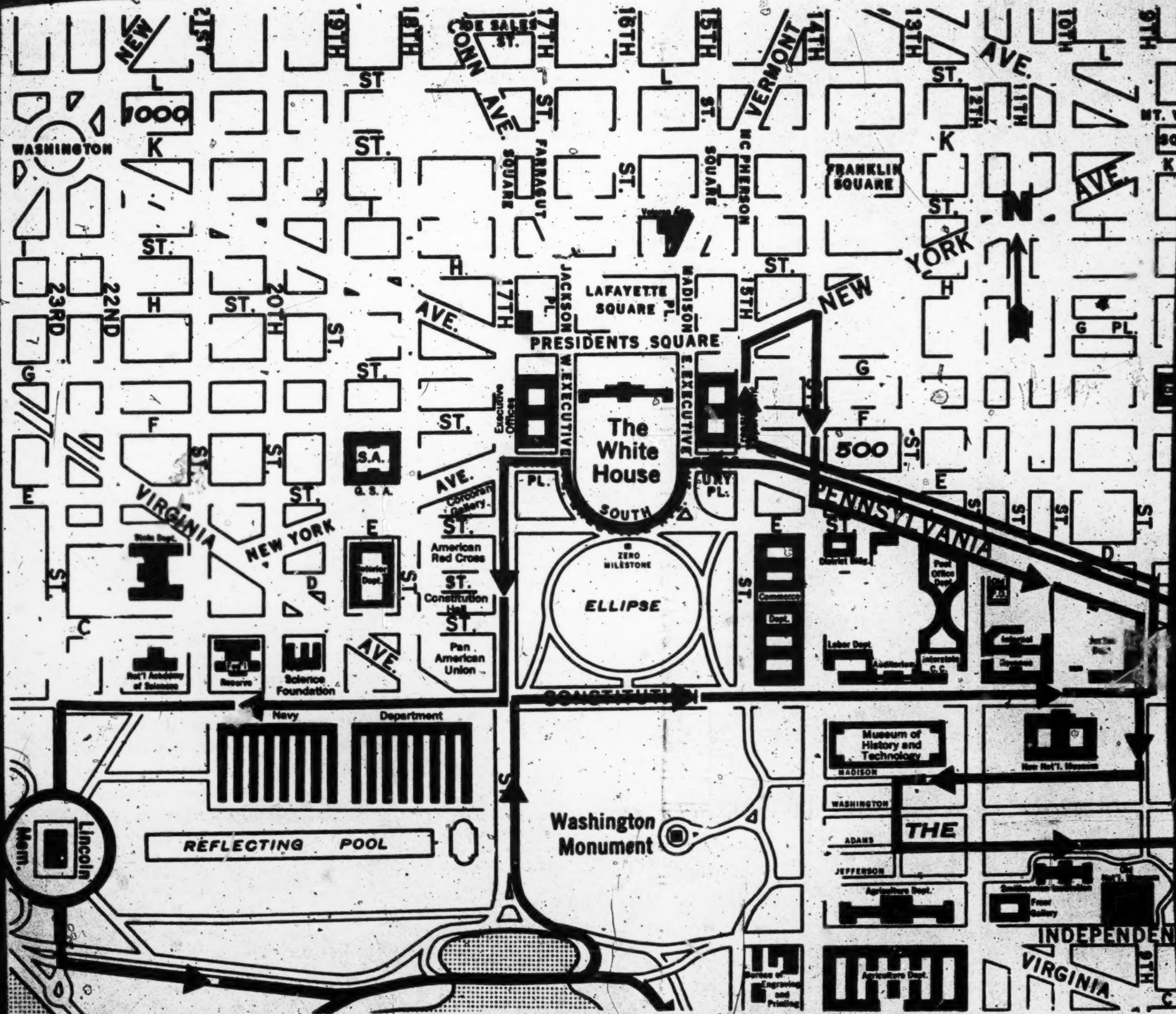
Tour No. 3





D.C. Transit System
Scheduled Sightseeing
Operating In The Mall
Tour No. 8

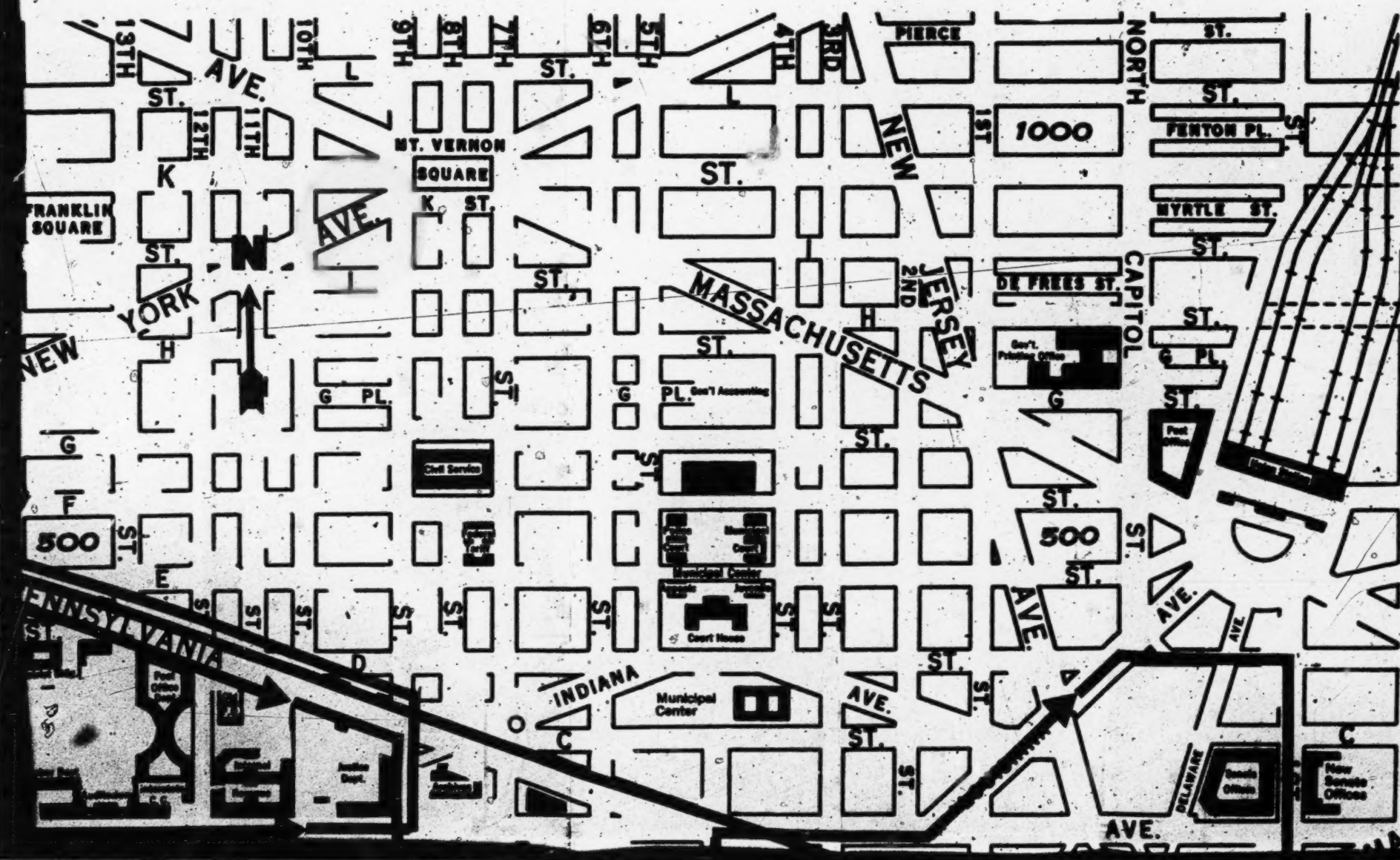


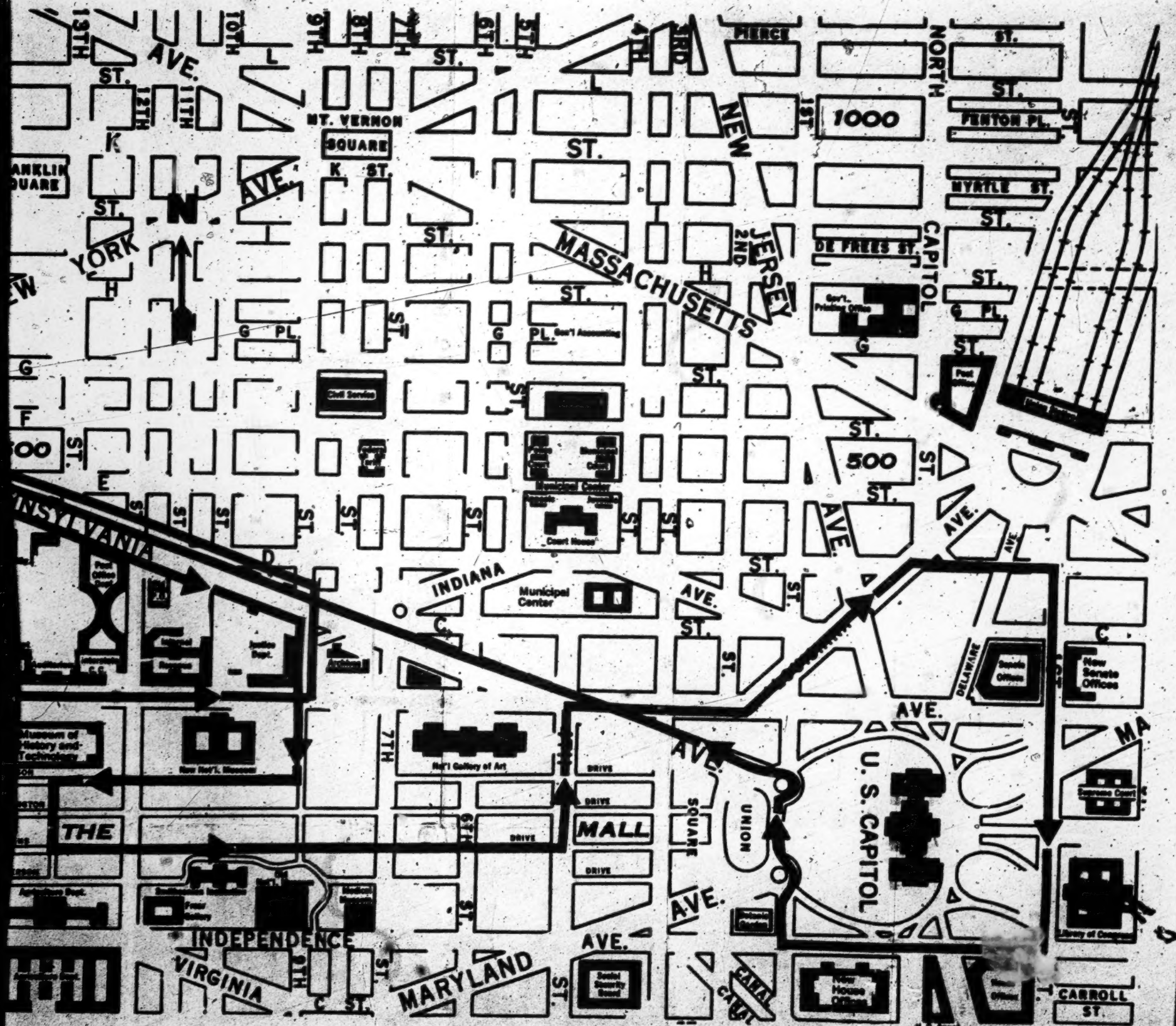


C. Transit System, Inc.

**uled Sightseeing Tour
ting In The Mall Area**

Tour No. 8





THREE-HOUR TOUR

Starting Points

UNION STATION

Take #90 bus marked "17th and Penna., S.E." to E. Capitol St. As you leave the bus straight ahead is

14th and PENNA., N.W.

Take #30 bus marked "17th and Penna., S.E.", #32 "Shipley Terrace", #34 "Naylor Gardens", #36 "Hillcrest" or #54 bus marked "Navy Yard" to New Jersey Ave. Cross Independence Ave. and walk straight ahead to

THE CAPITOL

The building is open from 9 a.m. to 4:30 p.m., including Sundays, or as long as either House is in session. Guided tours of the inside of the building start as soon as a group gathers from 9 a.m. to 3:45 p.m. The tour lasts about 40 minutes. The sessions of both Houses are open to the public. LEAVE THROUGH THE SAME DOORS YOU ENTERED. WALK STRAIGHT AHEAD ACROSS THE PARK. ON YOUR LEFT ACROSS THE STREET IS THE

U. S. SUPREME COURT

Don't spend more than 30 minutes if you are to stay within the time limits of your tour. The building is open from 9 a.m. to 4:30 p.m. weekdays, Saturdays until 12 noon. It is not open on Sundays or Holidays. Visitors are admitted to the court sessions. There is free guide service when court is not in session. LEAVE BY THE SAME DOOR YOU ENTERED. ON YOUR LEFT, ACROSS THE STREET, IS THE

THE LIBRARY OF CONGRESS

The building is open from 9 a.m. to 10 p.m. weekdays, Saturdays from 9 a.m. to 3:45 p.m. Sundays from 2 p.m. to 10 p.m. Go up front entrance steps to center lobby. To the extreme rear is an elevator. Take elevator to balcony of Library. Walk down to other floors. There is guide service when requested. Take 30 minutes in the building. LEAVE BY SAME WAY YOU ENTERED, GOING TO THE CORNER ON YOUR RIGHT. TURN RIGHT. WALK ONE BLOCK AND ON YOUR RIGHT IS THE

FOLGER LIBRARY

Exhibition rooms open from 11 a.m. to 4:30 p.m. every day except Sunday. Reading room open 9 a.m. to 4:30 p.m. every day except Sunday. Plan to spend

THREE MORE HOURS

From

UNION STATION

Take #38 bus marked "Rosslyn". Ask for transfer. Get off at 14th & Penna. Ave., N.W. Take #50 bus marked "Bureau of Engraving" to last stop, walk West.

14th and PENNA., N.W.

Take #50 bus marked "Bureau of Engraving" to last stop. Walk West to

FOLGER LIBRARY

At bus stop in front of building take #40 bus marked "Mt. Pleasant." Ask for a transfer. Get off at 14th and New York Ave., walk back one block. On your right on 14th St., take #50 bus marked "Bureau of Engraving" to last stop. Walk West to

THE BUREAU OF ENGRAVING

This building is open from 8 a.m. to 11 a.m. and from 12:30 p.m. to 2 p.m. Mondays through Fridays. It is closed on Saturdays and Sundays. Tours start at glass enclosed passageway at the head of the steps. The tours last about thirty minutes. GO OUT MAIN ENTRANCE. TURN LEFT. AFTER A SHORT WALK TO YOUR LEFT IS

WASHINGTON MONUMENT

It is open from 9 a.m. to 5 p.m. every day. Closed Christmas Day. An elevator will take you to the top. Tours start about every ten minutes. It takes about 20 minutes to see everything of interest. Look above the windows for maps of each section. AS YOU LEAVE FOLLOW THE WALK TO THE RIGHT STRAIGHT AHEAD. CROSS 14th ST. AND WALK DOWN JEFFERSON DRIVE TO

SMITHSONIAN INSTITUTION

The building is open every day from 9 a.m. to 4:30 p.m. There is no guide service. You could spend days in here. Only 45 minutes are allowed if you are to stay within your time limit. AS YOU LEAVE THE SMITHSONIAN INSTITUTION WALK DIRECTLY ACROSS THE MALL TO THE

NATIONAL MUSEUM
(Natural History Building)

The museum is open from 9 a.m. to 4:30 p.m., Mondays through Sundays. You could also spend days examining the

George Washington laid the north wing cornerstone in 1793. The building is 750 ft. long. The dome is of cast iron. It is topped by a 19-ft. Statue of Freedom. On the front portico, the incoming presidents take oath of office. The flags on the front and back of the Capitol are never lowered. A flag, if flying over either Senate or House wing, denotes that body in session.

Congress appropriated \$5,740,000 for this building. Of classic design, it is one of the most beautiful buildings in the country. The statues on each side of the front entrance are Law and Justice. Inside, the nine justices, appointed for life by the President, meet two weeks out of each month. They take their seats at 12 noon and sit as the highest Court of Appeals involving the Constitution and Federal Laws.

The Library of Congress, the world's largest building devoted mostly to library uses, comprises two city squares. The architecture is Italian Renaissance. Fifty masters of painting and sculpture worked together to make it a treasure house of the best contemporary American art. It shelters the greatest Library in the world. The building costs: \$7,868,951. The bronze fountain in front of the building represents the Court of Neptune.

The Folger Shakespeare Library was dedicated in April 1932. Its outside architecture is modern but in keeping with its surroundings. The interior is 17th Century England. It houses the finest collection of Shakespeare material in the world. On exhibit are many relics of the Elizabethan era and portraits of Shakespeare from the 17th to the 19th Century. In the East Wing of the Library is the Elizabethan Theatre. Its floor follows the theatres of Shakespeare's time. The famous and rarest print-

The Bureau of Engraving and Printing designs, engraves and prints all paper money, bonds, postage and U.S. Savings stamps, revenue stamps and other official documents. Approximately 5,200,000 currency notes with a face value of about \$20,000,000 are produced each day. In addition to the work that is printed from engraved plates, numerous items are produced on off-set and typographic printing presses. The Bureau was established in 1862. Originally occupying one room in the Treasury, it is now housed in two large buildings. The present main building was first occupied in 1914. An annex directly opposite was completed in 1938.

Washington Monument is 555½ ft. tall, shaped like an obelisk, weighs 81,120 tons and costs \$1,300,000. The base is 55 ft. square and rests on a foundation of concrete 126 ft. square and 36 ft. in depth. It tapers ¼ inch to the foot. It is entirely stable against winds up to 145 miles an hour. There are 262 separate stones in the monument. The capstone weighs 3300 lbs. and over it is a pyramid of pure aluminum that weighs only 100 ounces.

In 1828 James Smithson, an English scientist, who never saw America, bequeathed his fortune to found at Washington an establishment for "the increase and diffusion of knowledge among men." The building is of sandstone and is 447 by 180 feet. Among the thousands of exhibits is a complete airplane display.

The Natural History Building was completed in 1910 at a cost of \$3,500,000. In it are collections relating to anthropology, biology, and geology. Anthropology is represented by exhibits showing the life of the Indians and other native peoples of the earth; and thousands of specimens pertaining to archeology and ethnology. In biology, there are habitat groups of North American mammals, and famous birds.

...take oath of office. The flags on the front and back of the Capitol are lowered. A flag, if flying over either Senate or House wing, denotes that body in session.

Congress appropriated \$1,240,000 for this building. Of classic design, it is one of the most beautiful buildings in the country. The entrance on each side of the front entrance are Law and Justice. Inside, the nine justices, appointed for life by the President, meet two weeks out of each month. They take their seats at 12 noon and sit at the highest Court of Appeals involving the Constitution and Federal Laws.

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soon as a group gathers from 9 a.m. to 3:45 p.m. The tour lasts about 40 minutes. The sessions of both Houses are open to the public. **LEAVE THROUGH THE SAME DOORS YOU ENTERED. WALK STRAIGHT AHEAD ACROSS THE PARK. ON YOUR LEFT ACROSS THE STREET IS THE**

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FOLGER LIBRARY

Exhibition rooms open from 11 a.m. to 4:30 p.m. every day except Sunday. Reading room open 9 a.m. to 4:30 p.m. every day except Sunday. Plan to spend about 30 minutes in this building. **LEAVE BY THE FRONT ENTRANCE**

FOR

FOR

14th and PENNA., N.W.

Turn left, walk down 2nd St., S.E. to Penna. Ave. and take #30 bus marked "Friendship Heights" or #54 bus marked "14th and Colorado." Either passes 14th and Penna. Ave., N.W.

UNION STATION

Walk straight ahead along E. Capitol to 1st St. Take #90 bus marked "Calvert Bridge," to Union Station.

The Bureau of Engraving and Printing designs, engraves and prints all paper money, bonds, postage and U.S. Savings stamps, revenue stamps and other official documents. Approximately 5,200,000 currency notes with a face value of about \$20,000,000 are produced each day. In addition to the work that is printed from engraved plates, numerous items are produced on off-set and typographic printing presses. The Bureau was established in 1862. Originally occupying one room in the Treasury, it is now housed in two large buildings. The present main building was first occupied in 1914. An annex directly opposite was completed in 1938.

Washington Monument is 555 1/2 ft. tall, shaped like an obelisk, weighs 81,120 tons, and costs \$1,300,000. The base is 55 ft. square and rests on a foundation of concrete 126 ft. square and 36 ft. in depth. It tapers 1/4 inch to the top. It is entirely stable against winds up to 145 miles an hour. There are 282 separate stones in the monument. The capstone weighs 3300 lbs. and over it is a pyramid of pure diamond that weighs only 100 ounces.

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WALK WEST 30

THE BUREAU OF ENGRAVING

This building is open from 8 a.m. to 11 a.m. and from 12:30 p.m. to 2 p.m. Mondays through Fridays. It is closed on Saturdays and Sundays. Tours start at glass enclosed passageway at the head of the steps. The tours last about thirty minutes. **GO OUT MAIN ENTRANCE. TURN LEFT. AFTER A SHORT WALK TO YOUR LEFT IS**

WASHINGTON MONUMENT

It is open from 9 a.m. to 5 p.m. every day. Closed Christmas Day. An elevator will take you to the top. Tours start about every ten minutes. It takes about 20 minutes to see everything of interest. Look above the windows for maps of each section. **AS YOU LEAVE FOLLOW THE WALK TO THE RIGHT. STRAIGHT AHEAD. CROSS 14th ST. AND WALK DOWN JEFFERSON DRIVE TO**

SMITHSONIAN INSTITUTION

The building is open every day from 9 a.m. to 4:30 p.m. There is no guide service. You could spend days in here. Only 45 minutes are allowed if you are to stay within your time limit. **AS YOU LEAVE THE SMITHSONIAN INSTITUTION WALK DIRECTLY ACROSS THE MALL TO THE**

NATIONAL MUSEUM (Natural History Building)

The museum is open from 9 a.m. to 4:30 p.m., Mondays through Sundays. You could also spend days examining the exhibits. To stay within your time limit only 30 minutes are allowed. **LEAVE THRU THE 10TH ST. ENTRANCE.**

FOR

FOR

14th and PENNA., N.W.

Walk left to 10th St. & Penna. Ave. Take #38 bus marked "Rosslyn," or #30 marked "Friendship Heights" or #54 bus marked "14th and Colorado" to 14th and Penna. Ave., N.W.

UNION STATION

Walk left up 10th St. to Penna. Ave. Take #38 bus marked "Union Station."

Cadillac Limousine Service with Uniformed Chauffeur

THREE-HOUR TOUR

Starting Points

UNION STATION

Take #38 bus marked "Rosslyn" to 6th and Penna. Ave. N.W. Walk across Penna. Ave. to 6th and Constitution Ave. entrance of

14th and PENNA., N.W.

Take #38 bus marked "Union Station" or #54 bus marked "Navy Yard" to 6th and Penna. Ave. N.W. Cross Penna. Ave. to 6th and Constitution Ave. entrance of

NATURAL HISTORY MUSEUM

Go out Constitution Ave. entrance. Turn right. A short walk and to your right is

NATIONAL GALLERY OF ART

Open from 10 a.m. to 5 p.m. Mondays through Saturdays. On Sundays, the hours are from 2 p.m. to 10 p.m. Spend about 40 minutes here. LEAVE BY FRONT ENTRANCE. DIRECTLY ACROSS THE STREET TO YOUR LEFT IS THE REAR ENTRANCE TO THE

ARCHIVES BUILDING

This building is open from 8:45 a.m. to 5:15 p.m., Monday thru Saturday. On Sundays and Holidays, it is open from 1:30 p.m. to 5 p.m. Spend about 35 minutes here. LEAVE BY THE FRONT ENTRANCE. TURN LEFT. WALK ACROSS 9TH ST., ON PENNA. AVE. TO THE CORNER ENTRANCE OF THE

DEPARTMENT OF JUSTICE

Open from 9:50 a.m. to 4 p.m., Mondays through Fridays only. TAKE ELEVATOR TO FIFTH FLOOR. Arrow will point to room where you arrange for the FBI tour lasting approximately one hour and fifteen minutes. DEPART BY THE 9TH ST. DOOR. AT YOUR LEFT IS PENNA. AVE.

This great repository of art treasures was the gift of Andrew W. Mellon, distinguished statesman and philanthropist. A Joint Resolution of Congress on March 24, 1937, established the National Gallery of Art. It is on the site of the city's first railway station. Among the many works of art contained in this gallery are the "Alba Madonna" by Raphael, "Self-Portrait" by Rembrandt, Donatello's "David of the Casa Martelli" and "Venus Anadyomene," created by Sansovino about 1590. Special exhibits are featured periodically. Many great private gifts have been made to the National Gallery including the Kress, Widener, Chester Dale, and Rosenwald Collections.

The National Archives Building is one of the most impressive and majestic in Washington. It is a fine example of pure classic style. Here are housed the valuable records of the Federal Government. Most of these records are available for use in the central research rooms, which are decorated in early Italian Renaissance. Historic documents, such as The Declaration of Independence, the Constitution, the Bill of Rights, and the Emancipation Proclamation are on display in the Exhibition Hall. The National Archives was established in 1934 to provide for the safe and orderly keeping of public documents, and the building was opened in November 1935. It presents a beautiful display of Corinthian columns and porticos, and is adorned with sculptures representing many allegorical themes.

The Department of Justice building costs \$10,000,000. It was finished in October, 1934, and occupies a city block. A central court is beautifully landscaped. The exterior is decorated with colonnades and the entrances with symbolic designs. The Laboratory contains an impressive display of weapons

FOR

FOR

THREE MORE HOURS

From

UNION STATION

Take a #D2 or D4 bus marked "Glover Park" or "MacArthur Blvd." in 10th and E Sts., N.W. Get off and walk to your right on 10th St. to

14th and PENNA., N.W.

Walk up 14th St. to F St. Take #40 or #42 bus marked "Lincoln Park" or "13th & D Sts., N.E." Get off at 11th and F Sts., N.W. Walk straight ahead to 10th St. Turn right on 10th St. to

DEPARTMENT OF JUSTICE

Cross Penna. Ave. and walk up 9th St. to E St. Walk one block to your left to 10th St. and then right to

LINCOLN MUSEUM

This building is open from 9 a.m. to 9 p.m. Mondays through Saturdays and from 12:30 p.m. to 9 p.m. on Sundays. It will take you about 30 minutes to see this museum. **AS YOU LEAVE ACROSS THE STREET IS THE**

PETERSEN HOUSE

Open from 9 a.m. to 5:30 p.m. Mondays through Saturdays. On Sunday it is open from 12:30 to 5:30 p.m. Spend about 30 minutes here. **WHEN YOU LEAVE THE PETERSEN HOUSE, WALK LEFT TO F ST., TAKE #40 OR #42 BUS MARKED "Mt. Pleasant." ASK FOR A TRANSFER. GET OFF AT 14TH AND NEW YORK AVE., THEN WALK BACK ONE BLOCK TO G ST. CROSS 14TH ST. AND TAKE #50 BUS MARKED "Bureau of Engraving." GET OFF AT CONSTITUTION AVE. AHEAD OF YOU IS THE**

DEPT. OF COMMERCE

Open from 8:30 a.m. to 5 p.m. Mondays through Fridays. The Aquarium is open to the public on Saturdays and Sundays from 9 a.m. to 4:30 p.m. Spend about 40 minutes here. **LEAVE BY THE SAME WAY YOU CAME IN. TAKE #50 BUS MARKED "14th and Colonial." ASK FOR A TRANSFER. GET OFF AT 14TH AND NEW YORK AVE., N.W., AND WALK BACK ONE BLOCK TO G ST., TAKE #82 BUS MARKED "Potomac Park." ON G ST. TO THE END OF THE LINE. WALK ONE BLOCK AHEAD TO 17TH ST. ON CORNER YOUR RIGHT IS THE**

PAN AMERICAN UNION BUILDING

Open from 9 a.m. to 4:30 p.m. Mondays through Fridays.

Little remains of the interior of Ford's Theatre as it was when Lincoln was assassinated, but this museum offers one of the best collection of Lincolniana on exhibit anywhere. You will see the flag that was draped in front of the President's box and the spur of John Wilkes Booth, both of which were involved in breaking the actor's leg as he jumped from the box to the stage.

After Lincoln was shot in Ford's Theatre he was carried across the street to the home of William Petersen, a tailor. There he died on the following morning. In 1896, the property was bought by the United States Government. The wall-paper, bed, pictures and other objects in the room where Lincoln died resemble the originals. Other rooms in the house have interesting mementoes of the Civil War days.

The Commerce Building was opened in 1932. It is designed after the Italian Renaissance style. It houses the Bureau and Offices of the Department of Commerce including the Secretary and his staff, the Civil Aeronautics Administration, the Coast and Geodetic Survey, the Bureau of Foreign and Domestic Commerce, and the Patent Office. Other Bureaus of the Department not in the Commerce Building are the National Bureau of Standards located at Connecticut Avenue and Upton St., N.W.; the Weather Bureau located at Twenty-fourth and M Sts., N.W.; and the Bureau of the Census located at Suitland, Md. Located in the basement is an Aquarium, containing an outstanding collection of fresh-water fish in 50 tanks and pools.

Of striking beauty, this gleaming white marble building was constructed at a cost of \$1,100,000 to promote commerce and friendship between North and South America. The building very skillfully blends North and South American styles of architecture. At the main entrance the marble sculpture, representing North and South American merchants, is a masterpiece.

This great repository of art treasures was the gift of Andrew W. Mellon, distinguished statesman and philanthropist. A Joint Resolution of Congress on March 24, 1937, established the National Gallery of Art. It is on the site of the city's first railway station. Among the many works of art contained in this gallery are the "Alba Madonna" by Raphael, "Self-Portrait" by Rembrandt, Donatello's "David of the Casa Martelli," and "Venus Anadyomene," created by Sansovino about 1530. Special exhibits are featured periodically. Many great private gifts have been made to the National Gallery including the Kress, Widener, Chester Dale, and Rosenwald Collections.

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NATIONAL GALLERY OF ART

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FOR

FOR

UNION STATION

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14th and PENNA., N.W.

Take #38 bus marked "Rosslyn" or #30 bus marked "Friendship Heights" direct to 14th and Penna. Ave., N.W.

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This building is open from 9 a.m. to 9 p.m. Mondays through Saturdays and from 12:30 p.m. to 9 p.m. on Sundays. It will take you about 30 minutes to see this museum. **AS YOU LEAVE ACROSS THE STREET IS THE**

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PAN AMERICAN UNION BUILDING

Open from 9 a.m. to 4:30 p.m. Mondays through Fridays, and from 9 a.m. to 12 noon on Saturdays. Closed Sundays. You can stay here approximately 30 minutes. **WHEN YOU LEAVE THIS BUILDING, RETRACE YOUR STEPS TO 18TH AND C STS., N.W.**

UNION STATION

FOR

FOR

Take #82 bus marked "Riverdale," "Mt. Rainier," or "Hollywood." Ask for a transfer. Get off at 15th St. and New York Ave., N.W. Take #38 bus marked "Union Station."

14th and PENNA., N.W.

Take #82 bus marked "Riverdale," "Mt. Rainier," or "Hollywood." Get off at 14th and G Sts., N.W. and walk down two blocks to Penna. Ave.

THREE-HOUR TOUR

Starting Points

UNION STATION

Take #38 bus marked "Rosslyn". Get off at 17th & Penna. Ave. W. Cross Penna. Ave. and continue down 17th St. one block to

14th and PENNA., N.W.

Take #38 bus marked "Rosslyn," or #30 marked "Friendship Heights." Get off at 17th & Penna. Ave., N.W. Cross Penna. Ave. and continue down 17th St. one block to

PAN AMERICAN BUILDING

Leave by same entrance you came in. Turn left and walk two blocks. On your left is

CORCORAN ART GALLERY

Open on Tuesdays through Fridays, 10 a.m. to 4:30 p.m., Saturdays 9 a.m. to 4:30 p.m., and Sundays and Holidays, 2 p.m. to 5 p.m. The building is closed on Christmas Day and July 4. This tour will permit your stay here about 1 hour. LEAVE BY MAIN ENTRANCE. TURN LEFT AND WALK AHEAD TWO BLOCKS TO PENNA. AVE. TURN RIGHT TO W. EXECUTIVE AVE. AHEAD OF YOU IS THE

WHITE HOUSE

The Executive Mansion is open from 10 a.m. - 12 noon each day. Tuesdays through Saturdays. Closed Sundays, Mondays and Holidays. Walk across Lafayette Park to Conn. Ave. & H St. N.W. Take #R-4* BUS MARKED "Potomac Park," WHICH PASSES THE

*Does not operate on Sundays.

LINCOLN MEMORIAL

The Memorial is open every day between the hours of 9 a.m. and 9 p.m. Spend 30 minutes here.

FOR

FOR

The Corcoran Gallery of Art is built of white Georgia marble and pink Maine granite. It is a distinguished example of 19th Century neoclassic architecture. The collection was given to the public in 1869 by William Wilson Corcoran, a wealthy citizen of Washington. The Corcoran Collection is outstanding in American painting and sculpture, and has fine examples of 19th century French painting and bronzes. A collection of the late Senator William C. C. Clark includes fine examples of Italian, Dutch, French, and English painting, Persian rugs, marble, Delft and Palissy ware, lacers and Greek and Roman antiquities.

The Executive Mansion is the dwelling of the President and his family. It was rebuilt in 1815, after it was burned by the British. Its walls are of Virginia gray granite painted white. The lower floor contains the White Room, The Green Room, The Blue Room, The Red Room, and The State Dining Room. The rooms displayed portraits of former Presidents who have occupied the mansion. The upper floors contain the bedroom suites, living rooms, library, and study of the President. The grounds consist of some 18 acres.

The cornerstone of the Lincoln Memorial was laid on January 12, 1915, and the dedication took place on May 30, seven years later. The structure is designed in the Greek temple form, costs about \$2,940,000. Reached by a long flight of marble steps, the Lincoln Memorial presents a stately front with its 36 columns representing the States in Union when Lincoln died. The super structure of white Colorado marble. The main chamber is 60' x 70' and is 45' high. The statue of Lincoln was the work of sculptor Chester French. It is one of the highest and is composed of Georgia marble.

THREE MORE HOURS

From

UNION STATION

Take #42 bus marked "Mt. Pleasant." Ask for a transfer. Get off at 17th and H Sts., N.W. and walk across street to the bus stop on far side. Take #N-2 bus marked "American University" or #N-4 bus marked "Wesley Heights." Get off at 34th and Massachusetts Ave., N.W. Across the street is the main entrance to

14th and PENNA., N.W.

Walk up to 14th and F Sts., N.W. and take #40 or #42 bus marked "Mt. Pleasant." Ask for a transfer. Get off at 17th and H Sts., N.W. and take #N-2 bus marked "American University" or #N-4 bus marked "Wesley Heights." Get off at 34th and Mass. Ave., N.W. Across the street is the main entrance to

LINCOLN MEMORIAL

Take #R-4* bus marked "Farragut Square." Ask for a transfer. Get off at 18th and Eye Sts., N.W. Take #N-2 bus marked "American University" or #N-4 bus marked "Wesley Heights." Get off at 34th and Massachusetts Ave., N.W. Across the street to your right is the main entrance to
*Does not operate on Sundays.

The Naval Observatory was founded in 1843. It is charged with determining standard time for the United States and of furnishing mariners and aviators with the astronomical data needed for navigation. The Observatory also makes astronomical observations of the sun, moon, planets, comets, and stars. The Observatory occupies more than 50 buildings on a circular site. Its library contains the most complete collection of astronomical literature in the United States.

The site on which The Washington National Protestant Episcopal Cathedral stands, Mount Saint Alban, was owned by Joseph Nourse, a friend of George Washington and the first Registrar of the Treasury. Ground for the Cathedral was broken in 1907. Since then the work of building has progressed as money has been made available. Included in the portion already built are:

Above Ground: The Great Choir, flanked by two chapels, the North Transept (one arm of the Cross), the Crossing, and a small portion of the Nave.

Below Ground: The entire foundation of the Cathedral, including three crypt chapels. The style of the Cathedral is 14th Century Gothic. When finished, it will be one of the six largest ecclesiastical structures in the world. Nearby is the famous Bishop's Garden. President Wilson is buried here.

The National Zoological Park was authorized by Congress on March 2, 1889. It occupies 175 acres of park land in Rock Creek Valley and now houses 2600 specimens of animals, birds, and reptiles representing over 800 different species. The collection of bears, small mammals and reptiles are especially good but there are also good collections of larger animals, monkeys and

NAVAL OBSERVATORY

Open from 2 p.m., Mondays thru Fridays for guided tours only. RETURN BY WAY OF MAIN ENTRANCE. BOARD #N-2 BUS MARKED "American University" or #N-4 BUS MARKED "Wesley Heights" AT 34TH ST. AND MASS. AVE. GET OFF AT WISCONSIN AVE. CROSS WISCONSIN AVE., TURN LEFT AND WALK THROUGH THE COVERED ENTRANCE AND STRAIGHT ALONG THE ROAD TO MAIN ENTRANCE OF

THE WASHINGTON NATIONAL CATHEDRAL

The Cathedral is open every day from 9 a.m. to 6 p.m. Tours are conducted daily every hour on the half hour and on Sundays immediately following the 11 a.m. and 4 p.m. services. WHEN DEPARTING GO OUT SAME WAY YOU CAME IN. TURN RIGHT AND WALK ONE BLOCK TO WOODLEY RD. AT BUS STOP ACROSS THE STREET TAKE #M-6 OR #M-8 BUS MARKED "Columbia Rd." ASK FOR A TRANSFER. GET OFF AT CONNECTICUT AVE. AND CALVERT ST. CROSS THE STREET AND TAKE #L-2 OR #L-4 BUS MARKED "Connecticut and Nebraska" OR "Chevy Chase Circle" ON CONNECTICUT AVE. GET OFF AT THE MAIN ENTRANCE TO THE

ZOOLOGICAL PARK

The park is open from daylight to sundown every day. The buildings remain open from 9 a.m. to 5 p.m. in the summer and

CORCORAN ART GALLERY

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*Does not operate on Sundays.

LINCOLN MEMORIAL

The Memorial is open every day between the hours of 9 a.m. and 9 p.m. Spend 30 minutes here.

FOR

FOR

14th and PENNA., N.W.

Take #R-4 bus marked "Paragut Square" at bus stop opposite the Memorial. Ask for a transfer. Get off at 18th and Penna. Ave., N.W. and take #50 bus marked "17th & Penna. Ave., S.E." or #38 bus marked "Union Station." It passes 14th & Penna. Ave., N.W.

Across the street is the main entrance to the Naval Observatory. Across the street is the main entrance to the Washington National Cathedral. Entrance to the Naval Observatory. Does not operate on Sundays.

NAVAL OBSERVATORY

Open from 2 p.m. Mondays through Fridays for guided tours only. RETURN BY WAY OF MAIN ENTRANCE. BOARD #N-2 BUS MARKED "American University" or #N-4 BUS MARKED "Wesley Heights" AT 34TH ST. AND MASS. AVE. GET OFF AT WISCONSIN AVE. CROSS WISCONSIN AVE., TURN LEFT AND WALK THROUGH THE COVERED ENTRANCE AND STRAIGHT ALONG THE ROAD TO MAIN ENTRANCE OF

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ZOOLOGICAL PARK

The park is open from daylight to sundown every day. The buildings remain open from 9 a.m. to 5 p.m. in the summer and to 4:30 p.m. in the winter. You can spend as long here as the balance of your time permits. LEAVE THE ZOO THE SAME WAY YOU ENTERED. FOR

FOR

14th and PENNA., N.W.

Take #L-2 or #L-4 bus marked "Federal Triangle." Go to the end of the line. Walk right one block.

The Naval Observatory was founded in 1843. It is charged with determining standard time for the United States and of furnishing mariners and aviators with the astronomical data needed for navigation. The Observatory also makes astronomical observations of the sun, moon, planets, comets, and stars. The Observatory occupies more than 50 buildings on a circular site. Its library contains the most complete collection of astronomical literature in the United States.

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UNION STATION

Take #L-2 or #L-4 bus marked "Federal Triangle." Ask for a transfer. Get off at 13th and F Sts., N.W. and take #42 bus marked "13th and D Sts., N.E." direct to Union Station.

Conveniently, Comfortably, Privately by Cadillac Limousine

THREE-HOUR TOUR

Starting Points

UNION STATION

Walk one block to N. Capitol St. and Massachusetts Ave. (opp. City Post Office.) Take #80 bus marked "Brookland" or "Sargent Road". Get off at 12th and Quincy St., N.E. Walk to your right, two blocks to

14th and PENNA., N.W.

Walk north two blocks to G St., N.W. Board #80 bus marked "Brookland" or "Sargent Road" get off at 12th & Quincy St., N.E. Walk to your right two blocks to

ZOOLOGICAL PARK

Leave by Connecticut Ave. (front) entrance. Take #L-2 bus marked "Conn. and Nebraska" or #L-4 marked "Chevy Chase Circle" to Porter St. Ask for transfer. Cross the street to bus stop. Take #H-2 bus marked "Bladensburg and S. Dakota". Get off at 14th and Quincy St. Directly ahead is the main entrance to

The Monastery was consecrated on September 17, 1924. The land had been chosen in 1897 by Father Godfrey Schilling, a Franciscan, and two years later the Monastery was dedicated. Today, visitors can see replicas of the Bethlehem Manger, the Grotto of Gethsemane, the Grotto of Lourdes, the Holy Sepulchre, and the Catacombe of Rome. The architecture of the buildings is a combination of Byzantine and Italian Renaissance. Aristedes Leonori, a member of the Third Order of St. Francis, designed the church and the adjoining Monastery. In season, attractive rose gardens are tended by members of the Order.

The National Shrine of the Immaculate Conception is round-arched Romanesque, the dominant ecclesiastical style prior to the rise of the 13th Century Gothic. The cornerstone was laid on September 23, 1920. The Crypt of this Shrine is the largest in the world. The Grotto of Lourdes is a perfect reproduction of the famous shrine of Our Blessed Mother. The Crypt is lighted by 15 lunette windows, a feature of the 15 chapels, and each important in the scheme of symbolism. All the principal ceremonies in the Crypt are conducted from the High Altar, made of semi-transparent golden onyx from Algiers. The base is Roman Travertine marble. The mosaics that decorate the Chapels are said to be the finest in America.

FRANCISCAN MONASTERY

The buildings and grounds are open every day from 8 a.m. to 5 p.m. Guided tours are conducted. Spend 1 hour here. LEAVE BY MAIN ENTRANCE AND TAKE #H-2 BUS MARKED "Tenley Circle" or "Westmoreland Circle". GET OFF AT 4TH AND MICHIGAN AVENUE, N.E., ON YOUR RIGHT IS ENTRANCE ROAD TO CATHOLIC UNIVERSITY. WALK STRAIGHT AHEAD ABOUT ONE HALF BLOCK TO

SHRINE OF THE IMMACULATE CONCEPTION

Open every day from 7:30 a.m. until 5 p.m. Spend 45 minutes. LEAVE BY THE MAIN ENTRANCE. TURN RIGHT TO MICHIGAN AVE. AND 4TH ST.

FOR

FOR

THREE MORE HOURS

From

UNION STATION

Take #38 bus marked "Rosslyn". Get off at 14th & Penna. Ave., N.W. Take #50 bus marked "Bureau of Engraving" to end of line. Walk West

14th and PENNA., N.W.

Take #50 bus marked "Bureau of Engraving" to end of line. Walk West.

SHRINE OF THE IMMACULATE CONCEPTION

Take #80 bus marked "Potomac Park" to 14th and G Sts., N.W. Transfer to #50 bus marked "Bureau of Engraving" Ride to end of line. Walk West

The Memorial was dedicated in 1943. The architects were influenced by Jefferson's taste in architecture as reflected in the design of his home, Monticello, and the Rotunda at the University of Virginia. The exterior of the structure is white Vermont Marble, and the interior is of Georgia marble. Rudolph Evan's heroic bronze statue of Jefferson weighs 5 tons.

Potomac Park, approximately 400 acres, is filled-in swamp land. Of chief interest in this section is the Lincoln Memorial and the Reflecting Pool. South of Potomac Park is the Tidal Basin and the famed Japanese Cherry trees, the blossoms of which are usually out in the early part of April. Near the Tidal Basin are also the Rose Gardens. In season over a hundred varieties of roses bloom. At the eastern tip is Hains Point, where golfing, swimming, tennis, and bicycling facilities are also available. From the Point, one may also get a splendid view of the lower Potomac River, the Washington Channel, nearby Alexandria and the Virginia shore.

JEFFERSON MEMORIAL

The memorial is open from 9 a.m. to 9 p.m. every day. You can see this in about 15 minutes. You are now at the northern end of

POTOMAC PARK

A delightful hour's walk towards Hains Point at the southern tip of the Park is recommended. The park is open at all times. Return to Jefferson Memorial. Then, walk along the east side of the Tidal Basin until you come to the Bureau of Engraving at 14th and C Sts. Bus stand on C St. East of 14th.

MUSEUM OF HISTORY AND TECHNOLOGY

This museum will show the cultural and technological development of the United States from colonial times—Star Spangled Banner—costume—gown of first ladies—furnishings—famous inventions—agriculture—medicine—stamps—coins—musical instruments—early automobiles—locomotives—all presented in the perspective of history.

Take #50 Bus marked "14th & Colorado" or "14th & Decatur" to 14th & Const. Ave. N.W. This museum is open everyday from 9 a.m. to 4:30 p.m. closed Christmas Day. You could spend days examining the exhibits.

FOR

UNION STATION

14th and PENNA., N.W.

LIMOUSINE SERVICE

Have you ever wondered what it would be like to "see-the-town" in a chauffeured Cadillac?

D.C. Transit now has a fleet of new limousines available, 7-passenger, and air-conditioned which are for hire by the hour, day or week at a very nominal cost. If your party is small, remember there's room for 7—invite your friends or relatives to join you.

The Monastery was consecrated on September 17, 1924. The land had been chosen in 1897 by Father Godfrey Schilling, a Franciscan, and two years later the Monastery was dedicated. Today, visitors can see replicas of the Bethlehem Manger, the Grotto of Gethsemane, the Grotto of Lourdes, the Holy Sepulchre, and the Catacombs of Rome. The architecture of the buildings is a combination of Byzantine and Italian Renaissance. Aristedes Leonori, a member of the Third Order of St. Francis, designed the church and the adjoining Monastery. In season, attractive rose gardens are tended by members of the Order.

The National Shrine of the Immaculate Conception is round-arched Romanesque, the dominant ecclesiastical style prior to the rise of the 13th Century Gothic. The cornerstone was laid on September 23, 1920. The Crypt of this Shrine is the largest in the world. The Grotto of Lourdes is a perfect reproduction of the famous shrine of Our Blessed Mother. The Crypt is lighted by 15 lunette windows, a feature of the 15 chapels, and each important in the scheme of symbolism. All the principal ceremonies in the Crypt are conducted from the High Altar, made of semi-transparent golden onyx from Algiers. The base is Roman Travertine marble. The mosaics that decorate the Chapels are said to be the finest in America.

FRANCISCAN MONASTERY

The buildings and grounds are open every day from 8 a.m. to 5 p.m. Guided tours are conducted. Spend 1 hour here. LEAVE BY MAIN ENTRANCE AND TAKE #H-2 BUS MARKED "Tenley Circle" or "Westmoreland Circle". GET OFF AT 4TH AND MICHIGAN AVENUE, N.E., ON YOUR RIGHT IS ENTRANCE ROAD TO CATHOLIC UNIVERSITY. WALK STRAIGHT AHEAD ABOUT ONE HALF BLOCK TO

SHRINE OF THE IMMACULATE CONCEPTION

Open every day from 7:30 a.m. until 5 p.m. Spend 45 minutes. LEAVE BY THE MAIN ENTRANCE. TURN RIGHT TO MICHIGAN AVE. AND 4TH ST.

UNION STATION

Take #80 bus marked "Potomac Park" or 19th & F, N.W., to Mass. Ave. and N. Capitol Street (opp. City Post Office) and walk left one block to Union Station.

14th and PENNA., N.W.

Take #80 bus marked "Potomac Park" or 19th & F, N.W., to 14th and G Sts., N.W. Walk two blocks south to Penna. Ave., N.W.

bus marked "Bladensburg and S. Dakota". Get off at 14th and Quincy St. Directly ahead is the main entrance to

The Memorial was dedicated in 1943. The architects were influenced by Jefferson's taste in architecture as reflected in the design of his home, Monticello, and the Rotunda at the University of Virginia. The exterior of the structure is white Vermont Marble, and the interior is of Georgia marble. Rudolph Evan's heroic bronze statue of Jefferson weighs 5 tons.

JEFFERSON MEMORIAL

The memorial is open from 9 a.m. to 9 p.m. every day. You can see this in about 15 minutes. You are now at the northern end of

POTOMAC PARK

A delightful hour's walk towards Hains Point at the southern tip of the Park is recommended. The park is open at all times. Return to Jefferson Memorial. Then, walk along the east side of the Tidal Basin until you come to the Bureau of Engraving at 14th and C Sts. Bus stand on C St. East of 14th.

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Take #30 Bus marked "14th & Colorado" or "14th & Decatur" to 14th & Const. Ave. N.W. This museum is open everyday from 9 a.m. to 4:30 p.m. closed Christmas Day. You could spend days examining the exhibits.

FOR

UNION STATION

14th and PENNA., N.W.

LIMOUSINE SERVICE

Have you ever wondered what it would be like to "see the town" in a chauffeured Cadillac?

D.C. Transit now has a fleet of new limousines available, 7-passenger, and air-conditioned which are for hire by the hour, day or week at a very nominal cost. If your party is small, remember there's room for 7—invite your friends and relatives to join you.

You will be guided over this city and its adjoining sister—either Virginia or Maryland to see the historic, entertaining and interesting presentations they offer. Each point will be covered by your driver who has been especially trained for his job.

Your chauffeured limousine will pick you up at any location, take you where you want to go and return you to the place of your choice.

See the sights in luxurious fashion, returning safely, well informed and rested.

For your information regarding this service call FE. 3-5200 or stop by our charter office. We are always happy to assist you.

Spacious Luxury of a Cadillac Limousine for Your own Party

THREE-HOUR TOUR

Starting Points

UNION STATION

Take #38 bus marked "Rosslyn." As you travel from 29th and M Streets, N.W. you are passing through the section of the city known as

14th and PENNA., N.W.

Take #30 bus marked "Friendship Heights." As you travel from 29th and M Streets, N.W. you are passing through the section of the city known as

JEFFERSON MEMORIAL

Walk along east side of Tidal Basin until you come to Bureau of Engraving. Bus stand on C St., East of 14th. Take #30 bus marked "14th and Colorado." Ask for a transfer. Get off at 14th and Penna. Ave., N.W. and take #38 bus marked "Rosslyn." As you travel from 29th and M Sts., N.W., you are passing through the section of the city known as

GEORGETOWN

In 1703, Ninian Beall, a Scotsman, received a grant of 795 acres which he named Dumbarton. He built a home there and others followed. The main crop on the surrounding large plantations was tobacco, and as export increased the need for a town arose. In 1751 the Assembly of the Province of Maryland met, and this Scottish community was agreed upon as the site for a town - Georgetown, named after King George. Georgetown became a flourishing city, and for the next 25 years was a leading port. At the suggestion of George Washington, the Potomac Canal was built, and it carried trade as far north as the Greek Lakes, and as far south as the mouth of the Mississippi. In 1828, the Chesapeake & Ohio Railroad built a new canal, but soon railroads took the place of the canal and as the city of Washington grew, Georgetown's supremacy in trade died. Today, it is the location of many quaint homes, mansions, and relics of a by-gone era. Among the more interesting places to see in Georgetown today is "Evermay," 1623-28th St., N. W., an 18th Century Georgian Manor House, built in 1792 by Samuel Davidsen; Dumbarton Oaks, 3101 R St., N. W., another Georgian estate; the Bodisco House, 3322 C St., N. W., a massive brick house, once the Russian embassy, where the wealthy Baron Bodisco married 16 year old Harriet Williams in an elaborate ceremony; the Tubor House, 1644 - 31st St., built by a granddaughter of George Washington; and Washington's Engineering Headquarters, 3049 M St., N.W., said to be the General's headquarters while he planned the Federal City.

On Wisconsin Ave., take #30 bus marked "Friendship Heights to Wisconsin & Mass. Ave. On Mass. Ave., W/B, take J-5 bus marked "Glen Echo."

GLEN ECHO PARK

(Open from early April to middle of September)

Glen Echo Park. Washington's finest amusement park and recreational center, is situated but a short distance from the District of Columbia-Maryland line. It is an elaborate example of the modern type of amusement park, presenting recreation of a high caliber through the medium of its wealth of attractions in a setting of scenic splendor. Every form of diversion is provided for young and old. A large shady picnic grove is at the disposal of visitors. Such recreational facilities as a magnificent Ball Room, Swimming Pool, boat-ride and other attractive buildings for the serving of refreshments, are all set in beautiful landscape surroundings. Among the more than 50 amusements and attractions is found one of the finest swimming pools in the country. It was built at a cost of nearly \$200,000 and has accommodations for over 4000 bathers. This magnificent Swimming Pool is unique, in that it comprises four pools, all in one unit - a large bathing area, a deep water section, a separate diving basin and a kiddie pool - all adjoining the Sand Beach. Brilliantly illuminated overhead and underwater, swimming is as popular during the night as it is during the daylight hours.

Return on J-5 bus marked "Federal Triangle". YOU WILL NOW RIDE ALONG

MASSACHUSETTS AVENUE

Massachusetts Avenue extends for a distance of 10 miles, directly across the District, except for a little less than a mile when it is broken by the Anacostia River, Anacostia Park, and the grounds of the D.C. General Hospital. That portion extending from Wisconsin Avenue to DuPont Circle is famous for its large number of beautiful embassies, legations, and stately houses of prominent people. Along this tree-shaded street are many attractively landscaped circles and squares (Lincoln, Stanton, Mt. Vernon, Dupont, Ward Circle, etc.) and statues honoring the memory of such famous people as Edmund Burke, Maj. Gen. George H. Thomas, Martin Luther, General Winfield Scott, and Daniel Webster. West of Wisconsin Ave., Massachusetts Ave., extends past American University and Naval Communications Annex. Among the many embassies and legations along Massachusetts Ave., are the Brazilian at 3000 Massachusetts, the Venezuelan at 2445, the Czechoslovakian at 2349, the Egyptian at 2301, the Romanian at 1601 23rd St., the Greek at 2221, the Luxembourg at 2200, the British at 3100, the Canadian at 1744, and the Belgian at

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UNION STATION

Take #38 bus marked "Union Station" direct to Union Station.

14th and PENNA., N. W.

Walk right one block

* NOTE—If you are continuing your trip to Connecticut Ave., get off at 20th St. and Massachusetts Ave.

THREE MORE HOURS

From

UNION STATION

Take #38 bus marked "Rosslyn." Ask for a transfer. Get off at 13th & Penna. Ave., N.W. and change to #L-2 or #L-4 bus marked "Chevy Chase Circle." You will be riding along

14th and PENNA., N.W.

Walk to 13th and Penna. Ave., N.W. and take #L-2 or #L-4 bus marked "Chevy Chase Circle." You will be riding along

MASSACHUSETTS AVENUE

At 20th and Mass. Ave. take #L-4 bus marked "Chevy Chase Circle." You will be riding along

CONNECTICUT AVENUE

Connecticut Avenue extends from Lafayette Square opposite the White House to Chevy Chase Circle, a distance of approximately five miles and continues several miles into the Maryland suburbs. Once one of Washington's most beautiful residential thoroughfares, it is today the city's most fashionable shopping avenues. One half mile north of the Taft Bridge, on the east side, is the entrance to the National Zoological Park, considered one of the finest parks of this kind in the world. Within its domain is an old stone house once occupied by John Adams, our 2nd President.

Approximately two miles north of the Taft Bridge, on the west side of the Avenue is the National Bureau of Standards, where the weights and measures of the U.S. are determined. It may be of interest to know that on the southern slopes of these beautiful grounds were planted, propagated, and brought to fruitful maturity our wonderful catawaba grape. This propagation was the work of John Adlum, a Revolutionary patriot.

GET OFF AT PORTER ST. AND CONN. AVE. WALK BACK TO YOUR RIGHT TO THE CORNER. DIAGONALLY ACROSS THE STREET TAKE AN #H-2 BUS MARKED "Bladensburg and S. Dakota" OR "Catholic University." YOU WILL THEN CROSS OVER THE NEW BRIDGE THRU

ROCK CREEK PARK

Rock Creek Park consists of more than 1800 acres of land. Its acquisition was authorized by Congress in 1890 as a "Pleasuring ground for the benefit and enjoyment of the people of the United States." Besides the pleasure of strolling through its attractive grounds; there are many interesting places to visit—the Joaquim Miller cabin, on Beach Drive, where lived the "Poet of the Sierras," Milk House Ford and Pierce Mill, an old-time water power mill that still operates. With the Park's numerous groves, and variety of wild flowers, tables, and benches it is an ideal site for the picnic-goer. Among the recreational facilities are golf courses, tennis courts, and many miles of bridle paths. Rock Creek stream, near the Zoo, was where Robert Fulton tested the first model of the Clermont.

GET OFF AT 16TH AND IRVING STS., N.W. WALK TO THE CORNER AND TO YOUR RIGHT ONE BLOCK TO THE BUS STOP. TAKE #S-2 BUS MARKED "Federal Triangle" YOU WILL THEN BE TRAVELING DOWN

16TH STREET

By a Congressional Act of March 14, 1913, 16th Street was named "Avenue of the Presidents," but was restored to its present designation by act of July 21, 1914. It is an attractive and modern residential street, extending approximately six and one-half miles directly north and south, from Lafayette Square to the District Line. Along this street are many fine embassies and legations, beautiful churches, and fine hotels and apartment houses. The upper portion of the street extends along Rock Creek Park. At 2829 16th St., N.W., you see the Mexican Embassy, the Italian Embassy is at 1601 Fuller St., N.W., the Polish Embassy at 2640 16th St., N.W., the Cuban Embassy at 2630 16th St., N.W. At 1520 16th St., N.W., you can see the legation of Yugoslavia. At the corner of 16th and M Sts., N.W., stands the National Geographic Society building. Across from this building, 1201 16th St., N.W., is situated the Headquarters of the National Education Association. The Soviet Embassy is at 1125 16th St., N.W., originally built by the widow of George Pullman. The brick building next to it, at 1135, houses the University Club. Many beautiful churches are located on 16th St.—including St. John's Episcopal Church (often referred to as the Church of the President) at 821 16th St., N.W.; Church of the Latter Day Saints, 2810 16th St., N.W.; the National Baptist Memorial Church, 16th and Columbia Rd.; the historic Foundry Methodist Church at 16th and P Sts., N.W.; the Gunton Temple Memorial Presbyterian Church at 16th and Newton St., N.W.; the Fourth Christian Science Church at 3505 16th St., N.W.; and the Christ Lutheran Church at 5101 16th St., N.W.

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FOR



UNION STATION

Get off at 16th and K Sts., N.W. Transfer to #D-2 or #D-4 bus marked "Trinidad" or "Ivy City" direct to Union Station.

FOR



14th and PENNA., N.W.

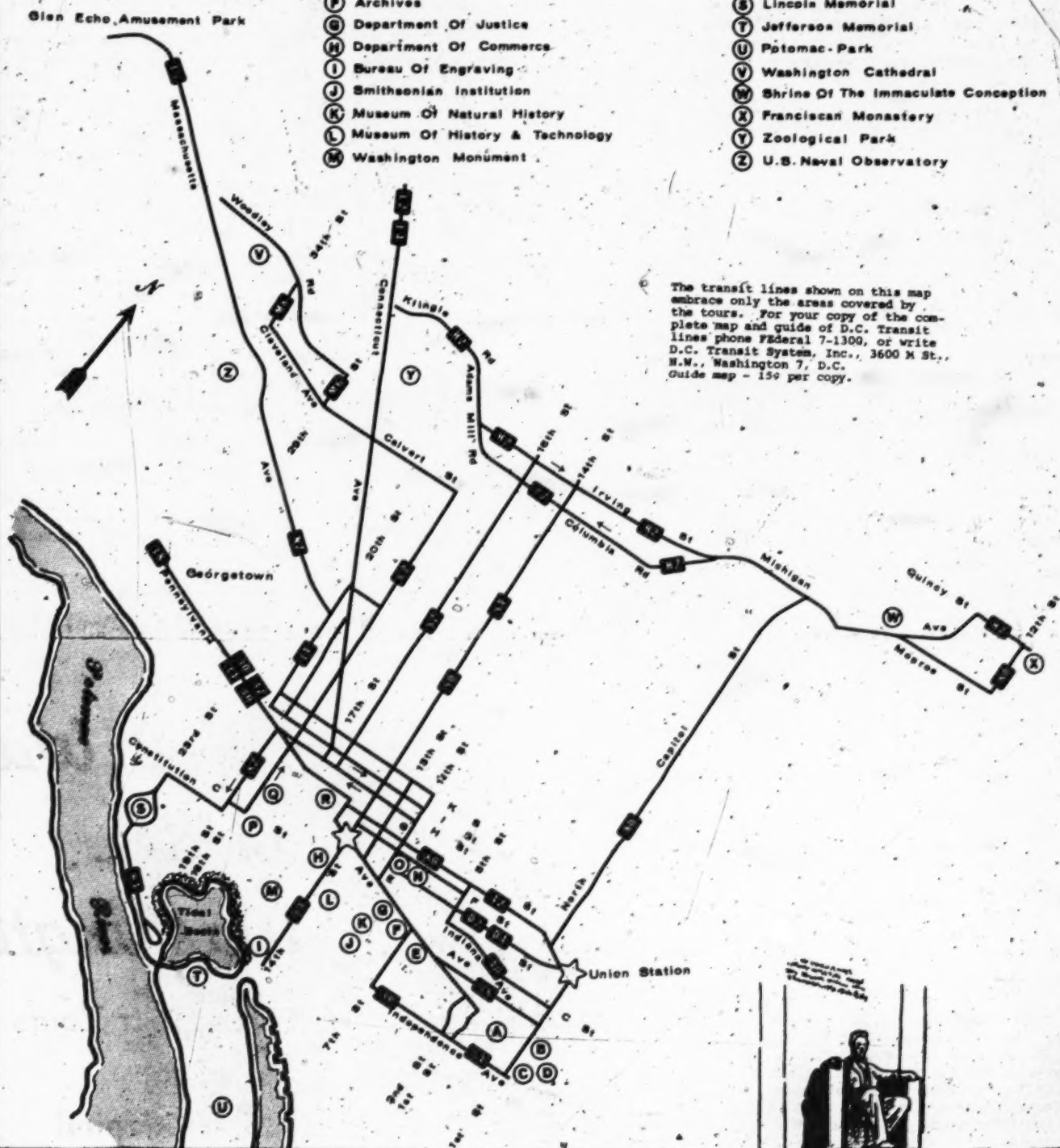
Continue to end of line. Change to #38 bus marked "Rosslyn" or #30 marked "Friendship Heights." It passes 14th and Penna. Ave., N.W.

KEY

- (A) The Capitol
- (B) U.S. Supreme Court
- (C) Library Of Congress
- (D) Folger Shakespeare
- (E) National Gallery Of Art
- (F) Archives
- (G) Department Of Justice
- (H) Department Of Commerce
- (I) Bureau Of Engraving
- (J) Smithsonian Institution
- (K) Museum Of Natural History
- (L) Museum Of History & Technology
- (M) Washington Monument

- (N) Lincoln Museum
- (O) Petersen House
- (P) Pan American Building
- (Q) Corcoran Art Gallery
- (R) White House
- (S) Lincoln Memorial
- (T) Jefferson Memorial
- (U) Potomac Park
- (V) Washington Cathedral
- (W) Shrine Of The Immaculate Conception
- (X) Franciscan Monastery
- (Y) Zoological Park
- (Z) U.S. Naval Observatory

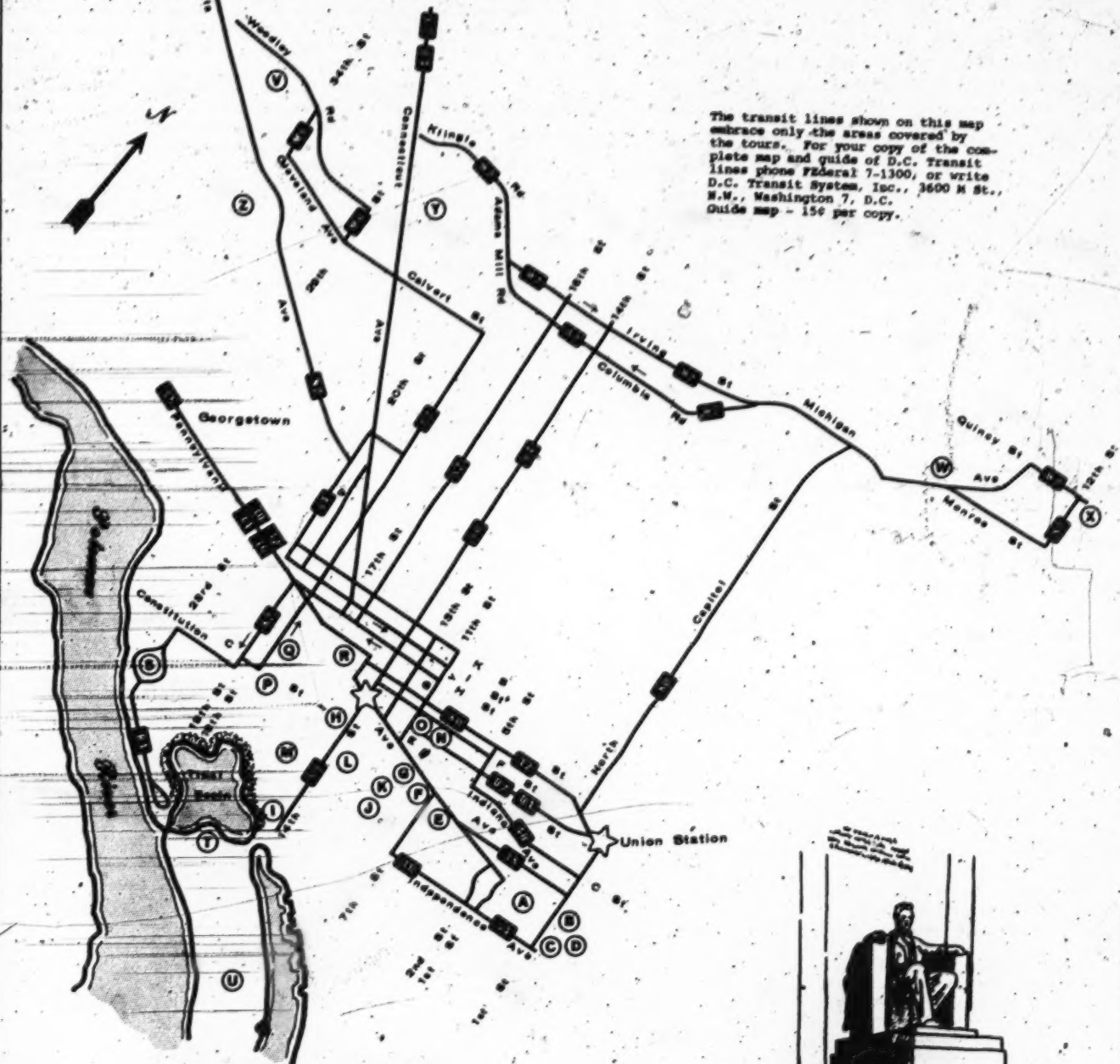
The transit lines shown on this map embrace only the areas covered by the tours. For your copy of the complete map and guide of D.C. transit lines phone Federal 7-1300, or write D.C. Transit System, Inc., 3600 M St., N.W., Washington 7, D.C. Guide map - 15¢ per copy.



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- (L) Museum Of History & Technology
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LEGEND

BUS ROUTES

STARTING POINTS OF TOURS



D.C. Transit System, Inc.

D. C. Transit maintains the largest fleet of independent owned coaches operating in any one city in the country. The operators are hand-picked and selected with the care that insures courtesy and an ability to make the trip of a visitor long to be remembered. Organizations, parties, or groups of 25 or more, who wish to make a tour of historic Washington and its environs, will find our Charter rates very reasonable. For assistance in arranging a tour, call Federal 3-3200 Ext. 653-654, or visit the Charter and Sightseeing office at 1422 New York Avenue N.W.

OUR CHARTER & SIGHTSEEING DEPARTMENT

Our bus fleet is one of the most up-to-date in the country and is the largest fleet operated in a single city by an independent company. For several successive years D. C. Transit has been awarded top nation-wide honors for excellence of maintenance and achievement. The fare in Washington is 25¢ cash, or 4 tokens for \$0.85, with free transfers between all D. C. Transit lines on above fare for use in completing a continuous trip in the same general direction at authorized transfer points, subject to the time limitation. Retain your transfer if you plan to change to another line going in the same general direction. The tours in this booklet are designed to keep you at most times within a two cash fare budget.

Do not hesitate to ask your bus operator for information. He will be glad to be of assistance. We hope you like our city — and us — and will come back to visit again.

SOMETHING ABOUT US

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(The map on Page 7 is designed to help make your tour easier)

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The layout of Washington, with its wide streets and radiating streets and avenues, is an outgrowth of the plan enacted by Major Charles Pierre L'Enfant, a French engineer whom Washington hired to design the Federal City. Although L'Enfant did not live to see his plan materialize in all respects, many of his ideas were adopted in the final plan of the city. The growth of Washington was slow and discouraging. During the Civil War its population and marked expansion. World War II saw another era of progress. Today, the Nation's Capital and its suburbs have a population of over 1,250,000. It is a good city in which to live and work. Hundreds of thousands of American pilgrims each year visit its shrines and show places. Few cities in the world can boast such a splendid variety of great museums, art galleries, libraries, stately public buildings, theaters, and recreational facilities.

Washington was not always the beautiful city it is today. Once it was largely a swamp land, and inhabited by the Powhatan Indians. But out of the swamp land has risen one of the most attractive cities in the world—a city rich in history and tradition. Washington as a site for the Nation's Capital grew out of the need of a permanent capital by a roving Continental Congress. Difficulties arose in choosing a site. George Washington, as President, recommended a southern location. Vice-President Adams favored a northern location. But, finally, the Potomac region was selected and a commission headed by President Washington was appointed to determine a location not more than ten miles square. The site on which the city now stands was ceded by Maryland and Virginia in 1791. Later that portion ceded by Virginia, including the town of Alexandria, again became part of the Old Dominion State.

WASHINGTON

SOMETHING ABOUT

*So... You Want
to See
Washington*

10 Three-Hour Tours
of the
Nation's Capital



SOMETHING ABOUT US

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Massachusetts Avenue (From 49th St. to DuPont Circle)	5
National Archives Building (Penn. Ave. & 7th St., N.W.)	2
National Gallery of Art (Constitution Ave. & 6th St., N.W.)	2
National Museum - Natural History Building	1
(10th & Constitution Ave., N.W.)	
Naval Observatory (Massachusetts Ave. & 34th St., N.W.)	3
Pan American Union	2
(17th St. & Constitution Ave., & C St., N.W.)	
Peterson House (518 - 10th St., N.W.)	2
Rock Creek Park	6
10th Street (From Irving St., N.W., to K St., N.W.)	6
Smithsonian Institution (Near 10th & Independence Ave., S.W.)	1
Supreme Court Building, U.S. (E. Capitol & 2nd Sts., N.E.)	1
Tidal Basin	4
Washington Cathedral (Wisconsin Ave. & Woodley Rd., N.W.)	3
Washington Monument	1
White House	3
Zoological Park	3

Prepared and distributed without charge by the D.C. Transit System, Inc. for the convenience of those who want to see the highlights of the city over the regular public transportation routes.

Washington was not always the beautiful city it is today. Once it was largely a swamp land, and inhabited by the Powhatan Indians. But out of the swamp land has risen one of the most attractive cities in the world—a city rich in history and tradition!

Washington as a site for the Nation's Capital grew out of the need of a permanent capital by a roving Continental Congress. Difficulties arose in choosing a site. George Washington, as President, recommended a southern location. Vice-President Adams favored a northern location. But, finally, the Potomac region was selected and a commission headed by President Washington was appointed to determine a location not more than ten miles square. The site on which the city now stands was ceded by Maryland and Virginia in 1791. Later that portion ceded by Virginia, including the town of Alexandria, again became part of the Old Dominion State.

The layout of Washington, with its wide streets and radiating streets and avenues, is an outgrowth of the plan to include shade trees, numerous parks, large circles with

WASHINGTON

SOMETHING ABOUT

So... You Want to See Washington

10 Three-Hour Tours of the Nation's Capital



This booklet is designed to cover 5 full-days of sightseeing by bus. You can start on any tour and follow thru to the next without regard to the sequence in the booklet. The tours, starting from Union Station and 14th St., and Pennsylvania Ave., N.W., two of the most prominent focal points in the city are grouped according to popular preference. **FOR FURTHER INFORMATION, CALL FEDERAL 7-1300.**

SIGHTSEEING IN

WASHINGTON D.C. & VICINITY

1967

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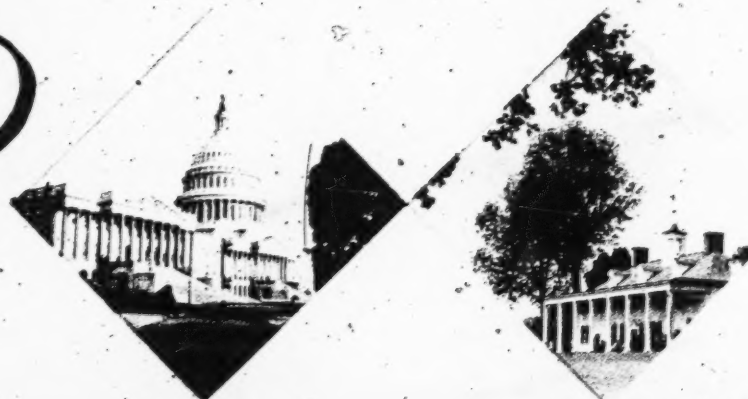
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For Free Pick-Up At Your Hotel or Motel, Co

TOUR NUMBER 10

DELUXE ALL DAY TOUR
"PRESENTING
THE BEST FIRST"



U.S. CAPITOL

MT. VERNON

**FEATURED STOPS: U.S. CAPIT
ARLINGTON NATIONAL CEMET
CHRIST CHURCH • ALEXANDRI**

This tour is by far, the best, most complete tour of
represented in Shrines and Memorials of unsurpas
represented in the modern and Democratic proce

The best features of the other tours listed herein
fare. Your courteous and efficient guide will also
Triangle; Capitol Hill; Washington Monument; Bla
The above tour is available by Air-Conditioned C
(Transportation only). \$80.00 plus tax and fees

From April thru August, when boat is operating,
cost. Ask your Driver-Guide.

ALL ARLINGTON CEMETERY TOURS /

TOUR NUMBER 1

MORNING TOUR OF
PUBLIC BUILDINGS

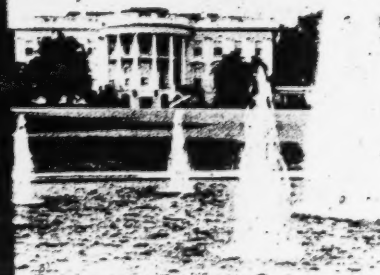
FEATURED STOPS

MUSEUM OF HISTORY AND TECHNOLOGY
BUREAU OF ENGRAVING AND PRINTING
WHITE HOUSE • U.S. CAPITOL BUILDING

This tour is your natural visual introduction to the
historic sights and beautiful places that represent
our Nation's proud past and promising future.

Your friendly and courteous guide will give you
interesting and authentic information as you travel
between the featured points of your tour, noting
such sights as the Washington Monument; Blair
House; Federal Triangle; U. S. Treasury; Senate
Office; Supreme Court and Library of Congress, to
name but a few.

The above tour available by Air-Conditioned Cadil-
lac Limousine, with Chauffeur (1 to 7 persons).
(Transportation only) \$42.50 plus tax and fees



WHITE HOUSE

*FARE

Adults \$6.00
Children (under 14) \$3.00

(includes admission fees)

TOUR TIME

Approx. 4 Hrs

DEPARTURES

9:30 A.M.—Daily—All Year

Additional Departures

11:00 A.M.—Mon. thru Sat.
April 1st thru October 31st



TOMB OF UNKNOWNNS

*FARE

Adults \$6.00
Children (under 14) \$3.00

(includes admission fees)

TOUR TIME Approx. 3 Hrs.

DEPARTURES

2:30 P.M.—Daily

April 1st thru October 31st

2:00 P.M.—Daily

November 1st thru March 31st

Additional Departures

9:30 A.M. and 11:00 A.M.

Mon. thru Sat.

April 1st thru October 31st

TOUR NUMBER

ARLINGTON NATIONAL
CEMETERY AND THE
CITY OF WASHINGTON

FEATURED STOPS

LINCOLN MEMORIAL
IWQ JIMA MEMORIAL
J.F. KENNEDY GRAVES
TOMB OF THE UNKNOW
ARLINGTON NATIONAL CEM

An unusual opportunity to pay homage
unknown and best known men of o
proud history. Truly a moving experie

Along with the Shrines that you will v
have a rare opportunity to view ei
sights as the U. S. Treasury; White I
Mansion; National Geographic Societ
ters; Embassy Row; C & O Canal; Per
Basin; Jefferson Memorial and others

The above tour available by Air-Conditi
lac Limousine, with Chauffeur (1 to
(Transportation only) \$32

TOUR NUMBER

TOUR NUMBER



TOUR NUMBER 4

ECONOMY-ALL DAY TOUR

FEATURED STOPS

MUSEUM OF HISTORY AND TECHNOLOGY
BUREAU OF ENGRAVING AND PRINTING
WHITE HOUSE • U.S. CAPITOL BUILDING
LINCOLN MEMORIAL
TOMB OF THE UNKNOWN
J. F. KENNEDY GRAVESITE
IWO JIMA MEMORIAL

A convenient and economical way for you to see many of the city's most prominent sights with time allowed for lunch.

In addition to the sights that you will visit, your guide will point out enroute such places as the beautiful Mall area; Blair House; Federal Trade Building; Capitol Hill; U. S. Monument; Embassy Row; Pentagon; Tidal Basin; Jefferson Memorial and Lincoln Memorial, along with many others.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).
(Transportation only) \$72.50 plus tax and fees

IWO JIMA MEMORIAL

*FARE

Adults \$11.00

Children (under 14) \$5.50

TOUR TIME

Approx. 7 Hrs.

(Time out for lunch)

DEPARTURES

9:30 A.M.—Daily—All Year



LINCOLN MEMORIAL

*FARE

Adults \$12.00

Children (under 14) \$6.00

(*includes admission fees)

(Lunch not included)

TOUR TIME

Approx. 7 1/2 Hrs.

(Time out for lunch)

DEPARTURES

9:30 A.M.—Daily—All Year

TOUR NUMBER

THRIFTY—ALL DAY TOUR

FEATURED STOPS

MUSEUM OF HISTORY AND TECHNOLOGY
BUREAU OF ENGRAVING AND PRINTING
WHITE HOUSE • U.S. CAPITOL
JEFFERSON MEMORIAL
CHRIST CHURCH • MT. VERNON

This tour represents an impressive contrast between the National Government processes and that of the honor of her founders.

Your guide will offer an interesting enroute, pointing out authentic information the beautiful Mall area; Federal Triangle; Treasury; Blair House; Commerce Department; Supreme Court; Library of Congress; Independence Hall; Alexandria; Lincoln Memorial and the above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons) \$80.00 plus tax and fees. From April thru August, when boat transportation is available, return from Mt. Vernon via the Historic River can be arranged at additional cost. Driver-Guide.



NATIONAL CATHOLIC SHRINE

FARE

Adults \$6.00

Children (under 14) \$3.00

TOUR TIME

Approx. 4 Hrs.

DEPARTURES

2:30 P.M.—Thurs. and Fri. Only
April 1st thru October 31st

TOUR NUMBER 7

EPISCOPAL CATHEDRAL, SHRINE, MONASTERY AND RESIDENTIAL WASHINGTON

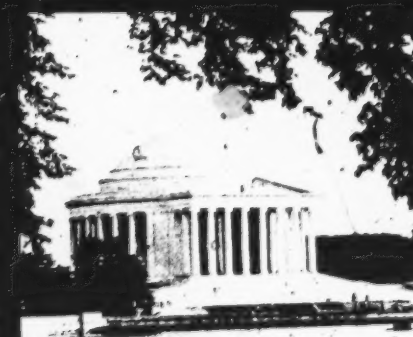
FEATURED STOPS

EPISCOPAL CATHEDRAL
FRANCISCAN MONASTERY
NATIONAL CATHOLIC SHRINE

A truly unusual and charming view of the local personality of a beautiful city and her international residents.

Your friendly and courteous guide will give you accurate information of exciting interest about Washington's famous Embassy Row and pointing out various countries in residence thereon. Also viewing St. Matthew's Cathedral; Soldiers Home; Catholic University; Rock Creek Park and the beautiful residential sections enroute.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).
\$42.50 plus tax and fees



JEFFERSON MEMORIAL

*FARE

Adults \$6.00

Children (under 14) \$3.00

(*includes admission fees)

TOUR TIME

Approx. 3 1/2 Hrs.

DEPARTURES

2:30 P.M.—Mon. thru Fri.
April 1st thru October 31st

TOUR NUMBER

AFTERNOON TOUR OF PUBLIC BUILDINGS

FEATURED STOPS

F. B. I. • FEDERAL ARCHITECTURAL
WAX MUSEUM • JEFFERSON MEMORIAL

This tour represents an exciting afternoon stay in the Nation's Capital, allowing places of extreme interest—a bit unusual.

Along with the more unique stops on your friendly and courteous guide will give an interesting background on places as such as: The White House; Pennsylvania State Capitol; Blair House; Federal Triangle; Smithsonian Complex; Capitol Hill Area and the above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons) \$42.50 plus tax and fees.

(Transportation only) \$42.50 plus tax and fees

JIMA MEMORIAL
*FARE

Adults \$11.00
Children (under 14) \$5.50
(includes admission fees)
(Lunch not included)

TOUR TIME
Approx. 7 Hrs.
(Time out for lunch)

DÉPARTURES
9:30 A.M.—Daily—All Year

**BUREAU OF ENGRAVING AND PRINTING
WHITE HOUSE • U.S. CAPITOL BUILDING
LINCOLN MEMORIAL
TOMB OF THE UNKNOWN
J. F. KENNEDY GRAVESITE
IWO JIMA MEMORIAL**

A convenient and economical way for you to see many of the city's most prominent sights with time allowed for lunch.

In addition to the sights that you will visit, your guide will point out enroute such places as the beautiful Mall area; Blair House; Federal Trade Building; Capitol Hill; U. S. Monument; Embassy Row; Pentagon; Tidal Basin; Jefferson Memorial and Lincoln Memorial, along with many others.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).
(Transportation only) \$72.50 plus tax and fees

LINCOLN MEMORIAL
*FARE

Adults \$12.00
Children (under 14) \$6.00
(includes admission fees)
(Lunch not included)

TOUR TIME
Approx. 7 1/2 Hrs.
(Time out for lunch)

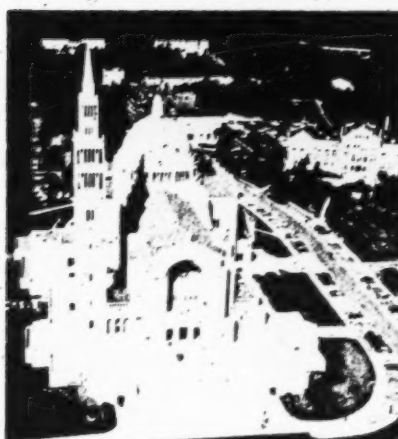
DÉPARTURES
9:30 A.M.—Daily—All Year

**WHITE HOUSE • U.S. CAPITOL
JEFFERSON MEMORIAL
CHRIST CHURCH • MT. VERNON**

This tour represents an impressive contrast of pleasing contrast between the Nation's Government processes and that of the honor of her founders.

Your guide will offer an interesting enroute, pointing out authentic information the beautiful Mall area; Federal Treasury; Blair House; Commerce Department; Supreme Court; Library of Congress; National Portrait; Alexandria; Lincoln Memorial and

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).
(Transportation only) \$80.00 plus tax
From April thru August, when boat is return from Mt. Vernon via the Historic River can be arranged at additional cost Driver-Guide.



NATIONAL CATHOLIC SHRINE
*FARE

Adults \$6.00
Children (under 14) \$3.00
(includes admission fees)
(Lunch not included)

TOUR TIME
Approx. 4 Hrs.

DÉPARTURES
2:30 P.M.—Mon. thru Fri.
April 1st thru October 31st

TOUR NUMBER 7

**EPISCOPAL CATHEDRAL,
SHRINE, MONASTERY AND
RESIDENTIAL WASHINGTON**

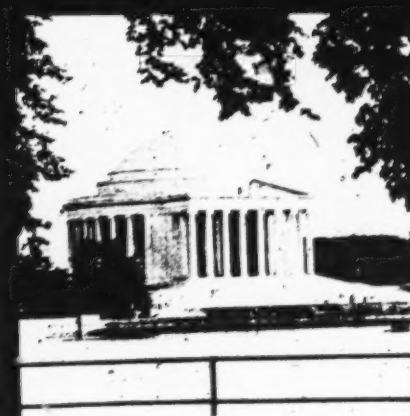
FEATURED STOPS

**EPISCOPAL CATHEDRAL
FRANCISCAN MONASTERY
NATIONAL CATHOLIC SHRINE**

A truly unusual and charming view of the local personality of a beautiful city and her international residents.

Your friendly and courteous guide will give you accurate information of exciting interest about Washington's famous Embassy Row and pointing out various countries in residence thereon. Also viewing St. Matthew's Cathedral; Soldiers Home; Catholic University; Rock Creek Park and the beautiful residential sections, enroute.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).
(Transportation only) \$42.50 plus tax



JEFFERSON MEMORIAL
*FARE

Adults \$6.00
Children (under 14) \$3.00
(includes admission fees)

TOUR TIME
Approx. 3 1/2 Hrs.

DÉPARTURES
2:30 P.M.—Mon. thru Fri.
April 1st thru October 31st

TOUR NUMBER 8

**AFTERNOON TOUR
OF PUBLIC BUILDINGS**

FEATURED STOPS

**F. B. I. • FEDERAL ARCHIVES
WAX MUSEUM • JEFFERSON MEMORIAL**

This tour represents an exciting addition stay in the Nation's Capital, allowing places of extreme interest—a bit unusual.

Along with the more unique stops on your friendly and courteous guide will interesting background on places as such as: The White House; Pennsylvania State Capitol; Blair House; Federal Triangle; Smithsonian Complex; Capitol Hill Area and

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).
(Transportation only) \$42.50 plus tax

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FEATURED STOPS: U.S. CAPITOL • WHITE HOUSE • LINCOLN MEMORIAL
ARLINGTON NATIONAL CEMETERY • IWO JIMA MEMORIAL •
CHRIST CHURCH • ALEXANDRIA • MT. VERNON

This tour is by far, the best, most complete tour of Washington, offering an historic introduction to the rich heritage of our Great Nation, represented in Shrines and Memorials of unsurpassed beauty. In addition, you will view the results of our forefathers' labor and sacrifice, represented in the modern and Democratic process of our Government at work.

The best features of the other tours listed herein are combined in this schedule along with a delicious lunch, all included in your single fare. Your courteous and efficient guide will also point out enroute, interesting and accurate information on such places as the Federal Triangle; Capitol Hill; Washington Monument; Blair House; 17th St. Group; Federal Reserve; Naval Research Lab., to mention only a few. The above tour is available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).

(Transportation only) \$80.00 plus tax and fees

From April thru August, when boat is operating, return from Mt. Vernon via the Historic Potomac River can be arranged at additional cost. Ask your Driver-Guide.

ALL ARLINGTON CEMETERY TOURS ARE SCHEDULED TO COINCIDE WITH CHANGING OF THE GUARD

*FARE

Adults	\$16.00
Children (under 14)	\$8.00
(*includes lunch and admission fees)	

TOUR TIME

Approx. 8 Hrs.
 (Time out for lunch)

DEPARTURES

9:30 A.M.—Daily—All Year

TOUR NUMBER
ARLINGTON NATIONAL
CEMETERY AND THE
CITY OF WASHINGTON

2

FEATURED STOPS

LINCOLN MEMORIAL
IWO JIMA MEMORIAL
J.F. KENNEDY GRAVESITE
TOMB OF THE UNKNOWN
ARLINGTON NATIONAL CEMETERY

An unusual opportunity to pay homage to both the unknown and best known men of our country's proud history. Truly a moving experience.

Along with the Shrines that you will visit, you will have a rare opportunity to view enroute such sights as the U. S. Treasury; White House; Blair Mansion; National Geographic Society Headquarters; Embassy Row; C & O Canal; Pentagon; Tidal Basin; Jefferson Memorial and others.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).
 (Transportation only) **\$32.50 plus tax**

MT. VERNON

*FARE

Adults	\$7.00
Children (under 14)	\$3.50
(*includes admission fees)	

TOUR TIME

Approx. 3½ Hrs.

DEPARTURES

2:30 P.M.—Daily

April 1st thru October 31st

2:00 P.M.—Daily

November 1st thru March 31st

3

FEATURED STOPS

JEFFERSON MEMORIAL
CHRIST CHURCH • MT. VERNON

A bit of history restored in every detail, an area which spawned the very ideals of our great Nation as it is today, yet remaining much as it was when men like George Washington walked the cobblestone streets.

While enroute between stops, your guide will point out such sights as the National Academy of Science; Federal Reserve; Department of Interior; Memorial Bridge; Robert E. Lee Mansion; National Airport; Pentagon; Naval Research and many others.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).
 (Transportation only) **\$42.50 plus tax and fees**

From April thru August, when boat is operating, return from Mt. Vernon via the Historic Potomac River can be arranged at additional cost. Ask your Driver-Guide.

TOUR NUMBER

5

FEATURED STOPS

MUSEUM OF HISTORY AND TECHNOLOGY
BUREAU OF ENGRAVING AND PRINTING
WHITE HOUSE • U.S. CAPITOL BUILDING
JEFFERSON MEMORIAL
CHRIST CHURCH • MT. VERNON

This tour represents an impressive combination of pleasing contrast between the Nation's efficient Government processes and that of the Shrines in honor of her founders.

Your guide will offer an interesting commentary enroute, pointing out authentic information about the beautiful Mall area; Federal Triangle; U. S. Treasury; Blair House; Commerce Department; Supreme Court; Library of Congress; National Airport; Alexandria; Lincoln Memorial and others.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons). (Transportation only) \$80.00 plus tax and fees

From April thru August, when boat is operating, return from Mt. Vernon via the Historic Potomac River can be arranged at additional cost. Ask your Driver-Guide.

FEATURED STOPS

F. B. I. • FEDERAL ARCHIVES
WAX MUSEUM • JEFFERSON MEMORIAL

This tour represents an exciting addition to your stay in the Nation's Capital, allowing visits to places of extreme interest—a bit unusual in nature.

Along with the more unique stops on your itinerary, your friendly and courteous guide will give you an interesting background on places as you pass by, such as: The White House; Pennsylvania Avenue; Blair House; Federal Triangle; Smithsonian Institute Complex; Capitol Hill Area and many others.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).

JOHN F. KENNEDY GRAVESITE

*FARE

Adults \$11.00

Children (under 14) \$5.50

(*includes admission fees)
(Lunch not included)

TOUR TIME

Approx. 6½ Hrs.

(Time out for lunch)

DEPARTURES

9:30 A.M.—Mon. thru Fri.

April 1st thru October 31st

TOUR NUMBER

SPECIAL—ALL DAY TOUR

6

FEATURED STOPS

ARLINGTON NATIONAL CEMETERY
TOMB OF THE UNKNOWN
J. F. KENNEDY GRAVESITE
IWO JIMA MEMORIAL
LINCOLN MEMORIAL • F. B. I.
FEDERAL ARCHIVES • WAX MUSEUM
JEFFERSON MEMORIAL

A unique combination of well known, yet little publicized sights together with many places which should not be missed on your itinerary.

While enroute between visits, you will view the Federal Triangle; White House; Blair House; National Geographic; Embassy Row; Capitol Hill; House and Senate Office Buildings and Supreme Court, to give you just a sample.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons). (Transportation only) \$72.50 plus tax and fees

FEATURED STOPS

WORDEN FIELD • NAVAL MUSEUM
NAVY CHAPEL • BANCROFT HALL

An unusual and exciting side trip showing you one of the Nation's first seaport cities with its rich history restored, combined with the most modern institution for training our men of today who "go down to the sea in ships."

Space does not allow a complete description of all of the sights that will be pointed out to you, but some highlights are: The Maryland State House; Home of the Governor; St. John's College; Hammond House; Chase Home and the Quaint Dairy and Tobacco Farms enroute.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).

U.S. NAVY CHAPEL

FARE

Adults \$7.00

Children (under 14) \$3.50

TOUR TIME

Approx. 4½ Hrs.

DEPARTURES

2:30 P.M.—Wednesday Only

April 1st thru October 31st

JEFFERSON MEMORIAL CHRIST CHURCH • MT. VERNON

This tour represents an impressive combination of pleasing contrast between the Nation's efficient Government processes and that of the Shrines in honor of her founders.

Your guide will offer an interesting commentary enroute, pointing out authentic information about the beautiful Mall area; Federal Triangle; U. S. Treasury; Blair House; Commerce Department; Supreme Court; Library of Congress; National Airport; Alexandria; Lincoln Memorial and others.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons). (Transportation only) \$80.00 plus tax and fees. From April thru August, when boat is operating, return from Mt. Vernon via the Historic Potomac River can be arranged at additional cost. Ask your Driver-Guide.

JOHN F. KENNEDY GRAVESITE *FARE

Adults \$11.00
Children (under 14) \$5.50

(*includes admission fees)
(Lunch not included)

TOUR TIME

Approx. 6½ Hrs.

(Time out for lunch)

DEPARTURES

9:30 A.M.—Mon. thru Fri.

April 1st thru October 31st

J. F. KENNEDY GRAVESITE IWO JIMA MEMORIAL LINCOLN MEMORIAL • F. B. I. FEDERAL ARCHIVES • WAX MUSEUM JEFFERSON MEMORIAL

A unique combination of well known, yet little publicized sights together with many places which should not be missed on your itinerary.

While enroute between visits, you will view the Federal Triangle; White House; Blair House; National Geographic; Embassy Row; Capitol Hill; House and Senate Office Buildings and Supreme Court, to give you just a sample.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons). (Transportation only) \$72.50 plus tax and fees

8

FEATURED STOPS

F. B. I. • FEDERAL ARCHIVES WAX MUSEUM • JEFFERSON MEMORIAL

This tour represents an exciting addition to your stay in the Nation's Capital, allowing visits to places of extreme interest—a bit unusual in nature.

Along with the more unique stops on your itinerary, your friendly and courteous guide will give you an interesting background on places as you pass by, such as: The White House; Pennsylvania Avenue; Blair House; Federal Triangle; Smithsonian Institute Complex; Capitol Hill Area and many others.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).

(Transportation only) \$42.50 plus tax and fees

9

FEATURED STOPS

WORDEN FIELD • NAVAL MUSEUM NAVY CHAPEL • BANCROFT HALL

An unusual and exciting side trip showing you one of the Nation's first seaport cities with its rich history restored, combined with the most modern institution for training our men of today who "go down to the sea in ships."

Space does not allow a complete description of all of the sights that will be pointed out to you, but some highlights are: The Maryland State House; Home of the Governor; St. John's College; Hammond House; Chase Home and the Quaint Dairy and Tobacco Farms enroute.

The above tour available by Air-Conditioned Cadillac Limousine, with Chauffeur (1 to 7 persons).

(Transportation only) \$52.50 plus tax

U.S. NAVY CHAPEL

FARE

Adults \$7.00
Children (under 14) \$3.50

TOUR TIME

Approx. 4½ Hrs.

DEPARTURES

2:30 P.M.—Wednesday Only

April 1st thru October 31st

System, Inc.

MAIN STARTING POINT AND TERMINAL

1422 New York Avenue, N.W. — Near the White House

PHONE Federal 3-5200